FIRST LOOK AT NEW KITS AND ACCESSORIES

IND

model car Science

MARCH 1966

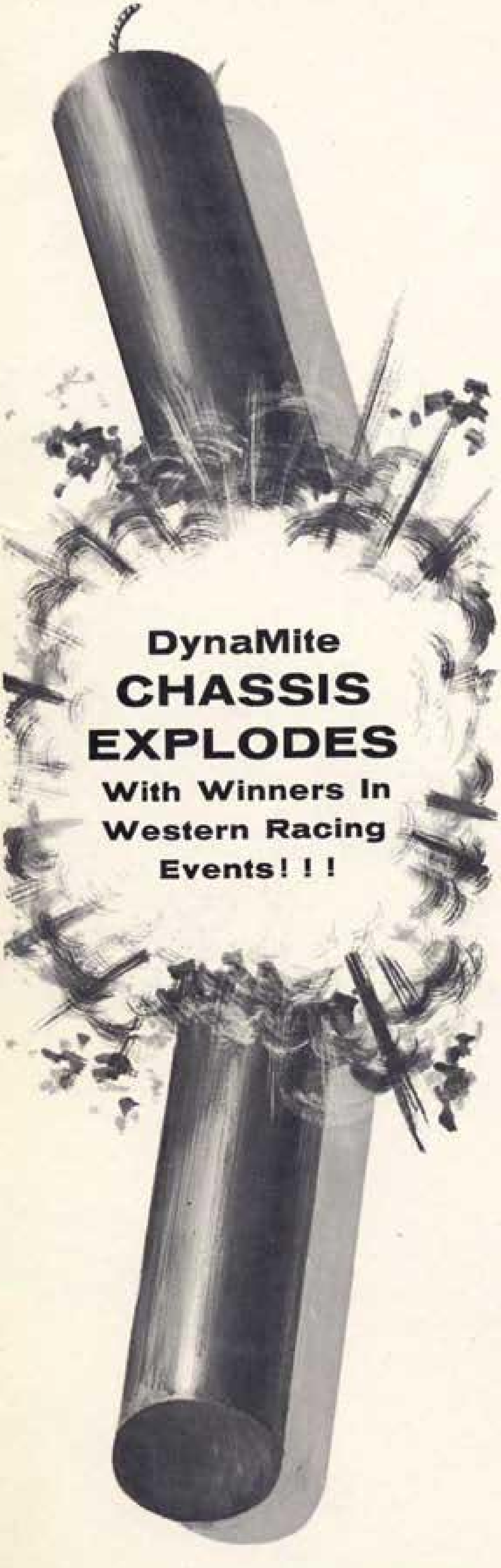
AMERICA'S FAVORITE MODEL MAGAZINE STILL 35c



MEET THE "Toolers" Slot Cars Too Great To Race

FULL PLANS TO BUILD A HOME TRACK

CUSTOMIZING THE '66 KITS

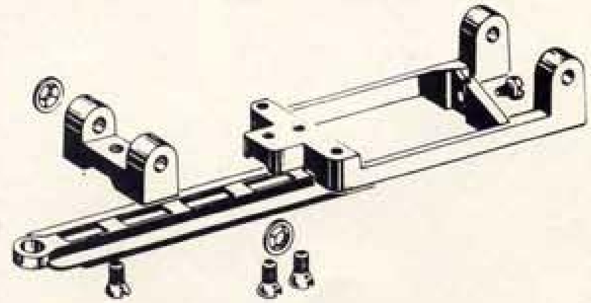


In an amazing exhibition of acceptability by model car racing enthusiasts, the Dynamic Models' "DynaMite" Chassis stood head and shoulders above any other manufactured chassis in the big Western model car racing events.

Racing for more than $24,000 worth of prizes, hundreds of model race car contestants, witnessed by thousands of spectators, saw Dynamic Models' "DynaMite" Chassis walk away with most of the winning spots.

This biggest of all model car racing events was the **Western Model Car Championship** held in conjunction with the **Imported Automobile Show in Brooks Hall, San Francisco.**

In order to compete in the Championship event on November 28, regional winners were selected in contests over the eleven western states. **Fifty per cent of the total regional finalists used a "DynaMite" Chassis.** Five of the regional events were held in Brooks Hall during the week of November 22-26. **Approximately 70% of the 126 contestants in these regional races used a "DynaMite" Chassis.**



The winners of all five regional events held in San Francisco used a "DynaMite" Chassis and in some cases, the second and third place cars also used a "DynaMite" Chassis. When the **finals** of this tremendous event were held, **the second, third, seventh, eighth, and ninth place contestants used a "DynaMite" Chassis.** The winning car used a "Scratch-Built" chassis.

Dynamic Models' extra bonus prize of a Yamaha 80 Motorcycle was won by Dennis Nelson, Granada Hills, California.

In the biggest model car racing event ever held in the Rocky Mountain states, **the Denver Auto Show Model Car Grand Prix, Gerry Swenson, using a "DynaMite" Chassis won the first place prize.**

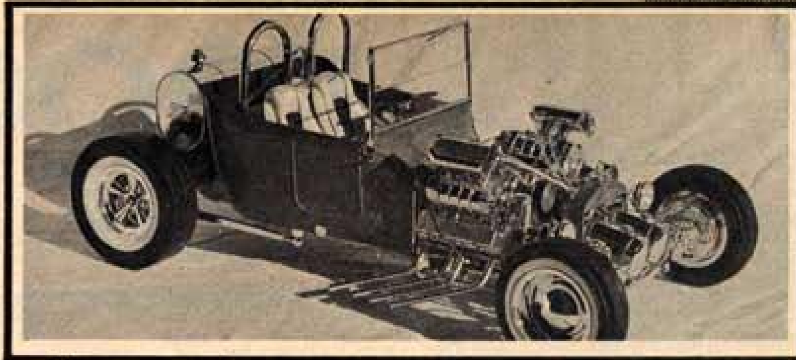
There are now over 16 different "DynaMite" Chassis available to fit almost every motor. The lightweight, low center of gravity and ready adjustability have put the "DynaMite" Chassis on top of the heap as far as the modeling "pros" are concerned, yet **these chassis are just as easy for a beginner to use** in building a winning car.

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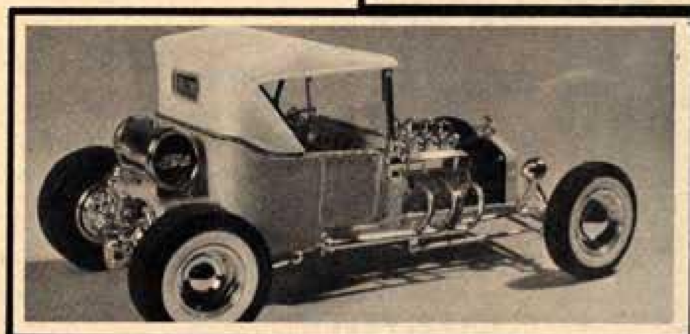
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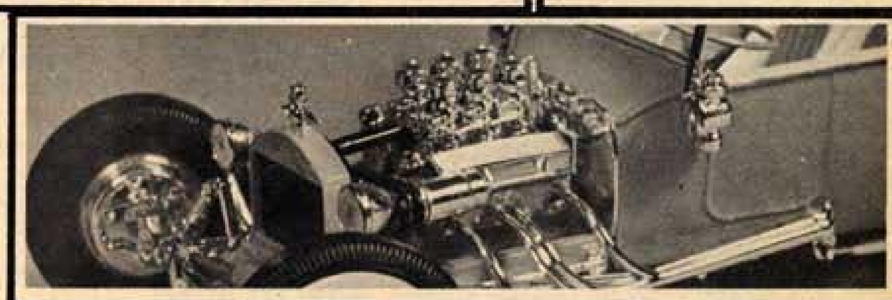
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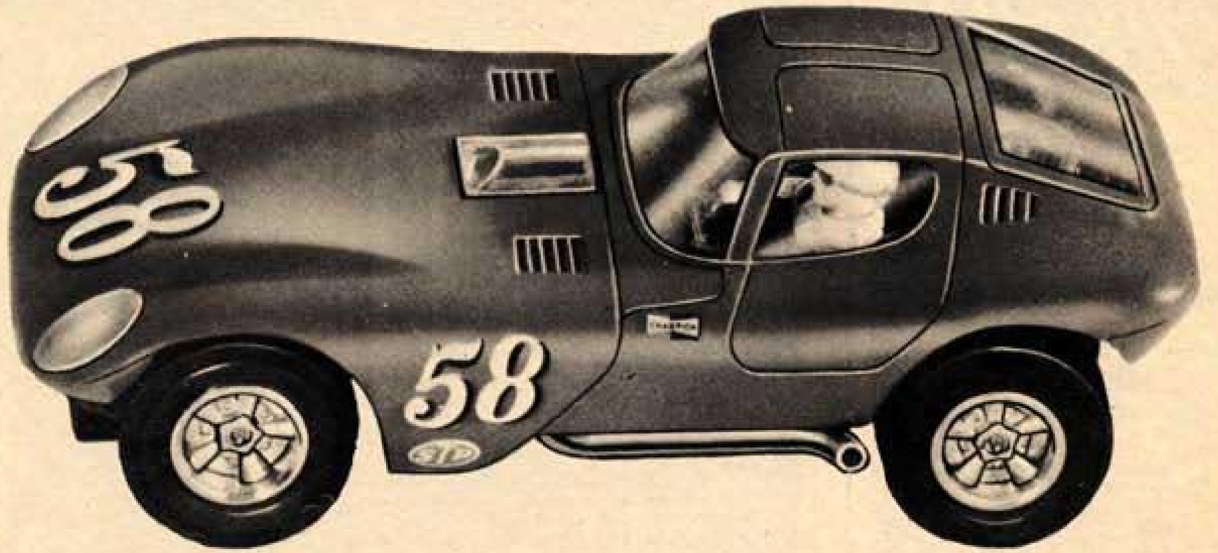
Volume 4, Number 3 **March, 1966**

ON THE COVER — You say you've been winning too many races lately. We should all have that problem! But if that's your problem, author Bob McCalla has the answer, and you can see it on the cover. Sharply detailed Toolers can put the fun and flavor back into your driving. For in the fine art of Toolering, the car is the thing, not the win.

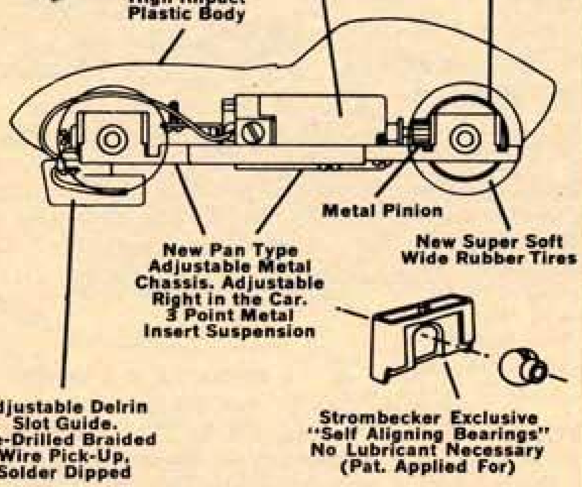
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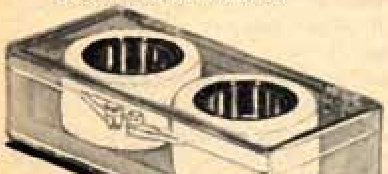
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MODEL MAIL

WHO RIDES WITH ELDON?

I have heard that no slot cars except Eldon cars would race on Eldon track. Now, tell me honestly, can any other than Eldon cars run fast or reasonably fast on Eldon track? If any, please name them, because I need the information badly.

Patrick MacDougall
Port Coquitlam, B.C.

On Eldon's Selectronic layout only cars using diodes can operate because of the special power supply. Eldon also marketed many sets using a six volt power pack. If you plan to run other makes of cars on your Eldon track we suggest converting to twelve volts. Other than that, all 1/32 Monogram, Revell, IMC, Hawk, Strombecker, Cox and other similar kits will operate well with no modifications.

RUNNING WATER?

Is it possible to have running water on my track by means of miniature pumps?

Paul Kulina
Erindale, Ontario

You bet it is, Paul. Faller and other H.O. train accessories companies have the small pumps you need. A commercial track here in Los Angeles used a waterfall on their layout and it adds quite a lot to the realism.

CHROME PLATING

How do the model car companies put chrome on their parts, and how can I do this?

Randy Kolb
Lockport, Illinois

Model car kit manufacturers use large plating bins in which many parts are "chromed" at the same time. In this very expensive procedure the plastic is given an actual coating of metal. We know of no machine of this type that you could buy or use, but Rub & Buff polish and special crayons give reasonable results.

HO RACING ASSOCIATION?

My friends and I wish to start an HO racing club. Since this is 1/87 scale, we are having difficulty in setting up basic rules. That is where you and Model Car Science come in! Could you send me a set of rules for an HO racing club? If they are not available, could you mail me the address of some place I could obtain this much needed information?

Paul Watrobski
Wateruliet, N.Y.

Your problems are over Paul! There is a NATIONAL (!) HO racing asso-

Continued on page 8



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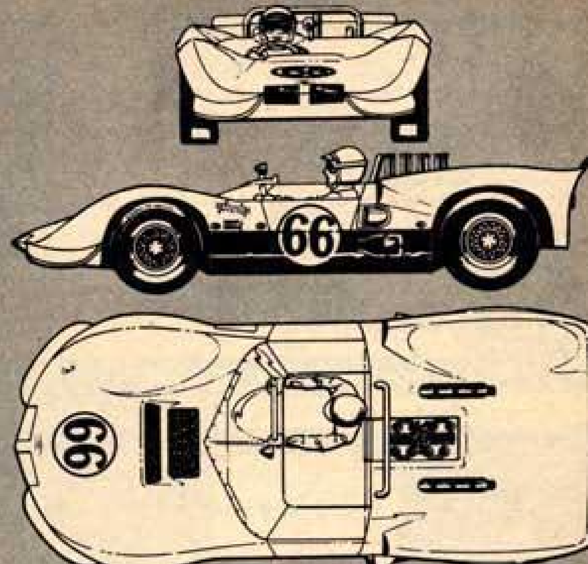
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You'll be seeing this newly-engineered 1/24 scale model of this amazing racing machine in stores and on tracks everywhere. Take a second look at it for it's an authentic racing model of the Chaparral II that was a sensation in the 1965 Sebring and then going on to sweep eight of the nine U.S. road racing championships. And it's a model that will live up to the reputation of the original car, while you make a few records with it yourself.

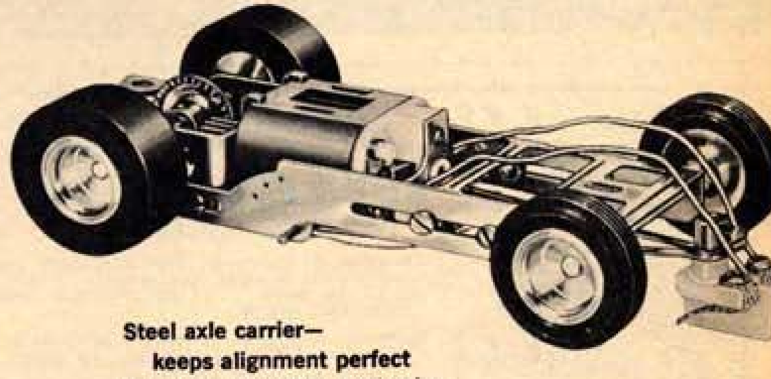
It's wide track—a shorter wheel base—and very low gravity center. This coupled with stepped-up power—new adjustable swing pick-up—new road-gripping tires—and some outstanding Monogram engineering—will give you new ideas about speed and handling. Enjoy it all now. See the Monogram Chaparral wherever hobby kits are sold.

Kit SR2413 • 1/24 Scale • $8.00

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If there is anything around that can beat this Chaparral line-up it is still a dark, deep secret.

Wide sponge rubber slicks on rear wheels
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Tiger X-220 motor

—all this and realistic, fully detailed, high-impact, one-piece body—clear windscreen and headlight covers—plated wheel inserts and other plated parts.

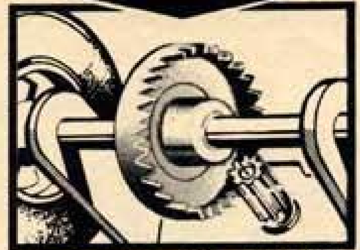
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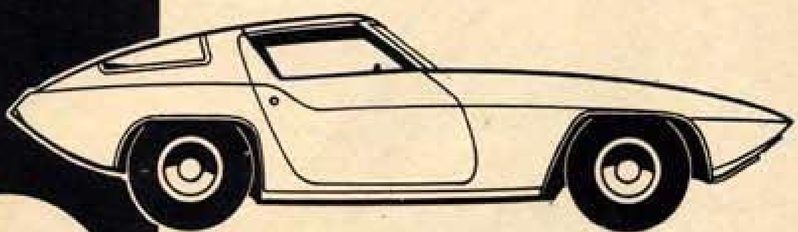
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ciation being formed, headquarters located in Los Angeles, which has set up rules and regulations for this much-loved, but ignored (until now) racing scale. We hope to carry a full report in next month's mag. The association will offer a monthly newsletter to all members, plus recognition jacket patches, etc. The HO fans, it seems, will finally be receiving some recognition. Watch for it!

THINKS BIG

Please tell me how to set up the 1/32 Monogram chassis (SR 1603) for a Cox 200 or 250 if they will fit.

Ken Shapiro
Baltimore, Maryland

Use of hypoid gears will be a must in this situation, Ken. Latch on to a copy of our sister magazine, Model Car & Track, October 1965 for a complete study and solution for your problem.

BASEMENT BRIGHTENERS

I am building a 60 foot track in my basement. In fact the whole basement is to be a slot car center. Any graphs, charts, photos or any decor would be greatly appreciated. Thank you so much.

Dave Vanderwall
Muskegon, Michigan

For Dave and all of those readers who wish to decorate their slot racing rooms with the color of racing, here are some of the many sources:

Paintings, 11"x17",
RAC PRINTS
P.O. Box 41048,
Los Angeles, Calif.

Paintings and Photos, 12"x19",
Road & Track
834 Production Place
Newport Beach, California 92663

Photos, 21"x25",
American Russkit Company
6368 Arizona Circle
Los Angeles, California 90045

Posters,
Shelby American, Inc.
6501 W. Imperial Highway—4
Los Angeles, California 90009

Pen & Ink drawings, 9"x12"
G-T Studios, Ltd.
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Milwaukee, Wisconsin 53219

HE LIKES OUR PRICE

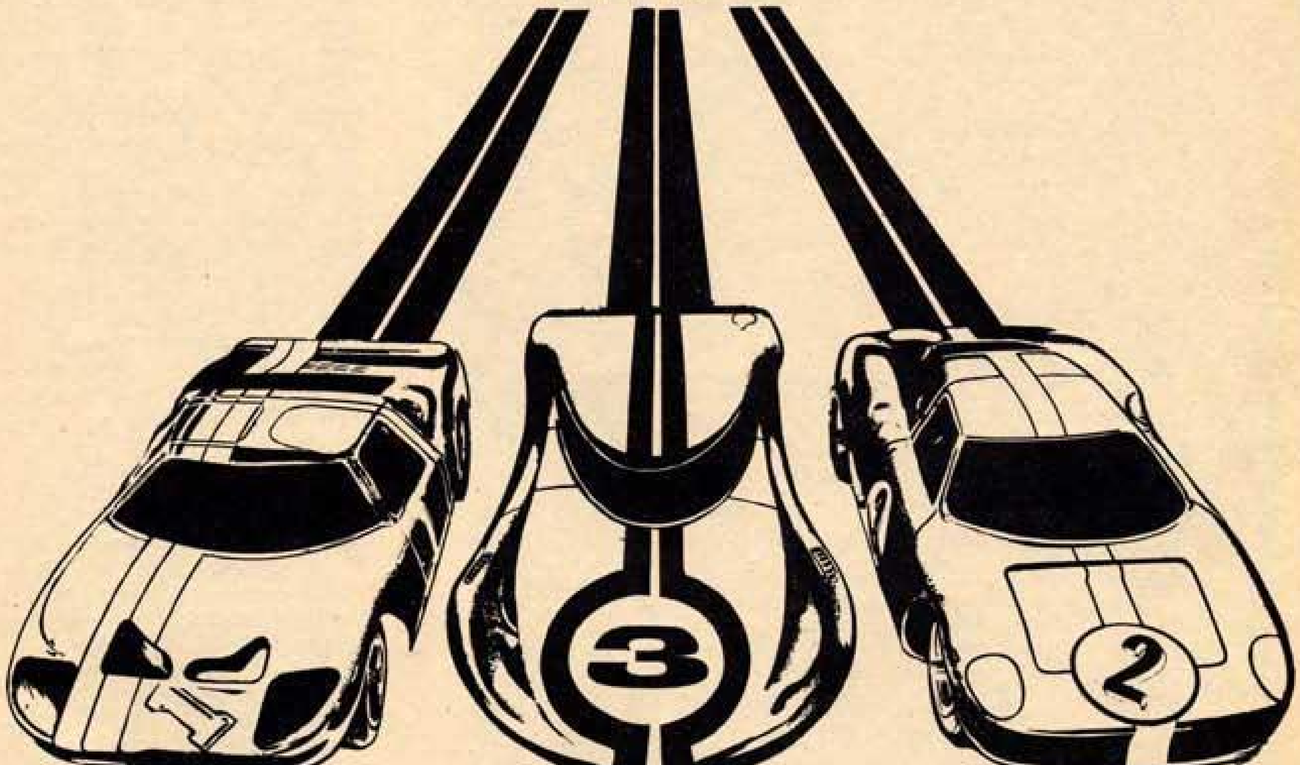
Will an Eldon 3-6 volt motor hold up on 12 volts? Also, will it fit in a Monogram 1/32 Tiger chassis, or the Russkit "Spyder" chassis?

I think your mag is the greatest! Keep up the good work, and keep down the price!

Gerry Tofani
Riverside, N.J.

Thanks for the compliment Gerry. We'll do our best to hold the price down! The Eldon motor, like any other, will have a tendency to have premature "aging", brought on by higher voltages. You can make it fit in the two chassis you mention, with a minimum of fuss.

Race BZ and Win



B Z Shelby Ford G.T. about $13.95 | Banshee Original about $14.95 | B Z Ferrari 275P about $13.95

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2 NEW BZ SHELBY FORD GT'S—Both are 1/24 scale replicas of the famous speed demon. One is painted a sizzling red with blue-and-white stripes; the other is dazzling white, with red-and-blue stripes, and black-slotted wheels with 3-prong polished chrome knock-off hubs.

FLASHY FERRARI 275P—This exciting new BZ 1/24 scale champion features an entirely new anodized aluminum chassis (also available packaged). The BZ Ferrari 275P is factory-painted in Italian red. Powered by a 9 volt BZ 1000 motor.

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BZ BANSHEE ORIGINAL BY JOHN POWERS—You'll howl like a banshee when this fabulous new car streaks down the raceway. This dramatic new concept designed exclusively for BZ has high-flaring gull wing fenders, and the lowest profile in slot-car racing.

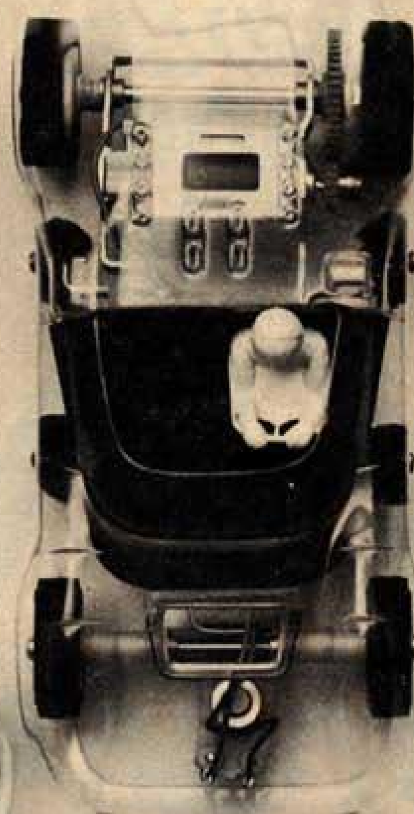
NEW BZ HAND-CONTROLLER—Revolutionary new features include a cloth liner between shell and plunger to dissipate heat. Bakelite pistol grip design fits all sizes of hands, children and adults. All moving parts utilize metal bushings. 25 ohm controller with replaceable 15 ohm resistor cartridge available. Complete, assembled, ready-to-use including three alligator clips. about—$6.95

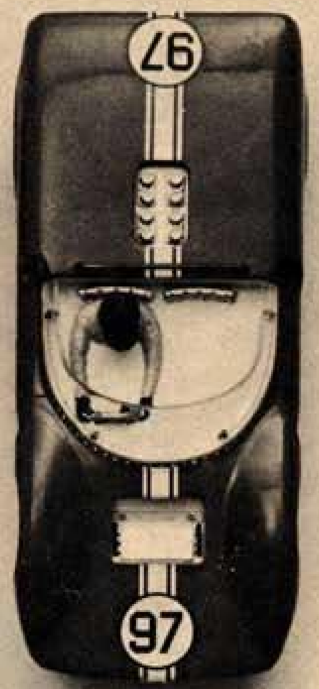
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Revell Competition 1/24 scale car kits

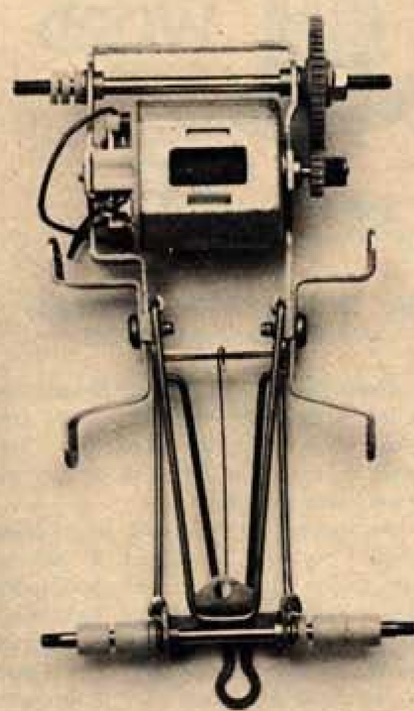
The Competition 1/24 is a scratch built car in a kit. It has a lightweight clear plastic body. The motor is a powerful SP-90 that sits sideways in a pre-assembled, soldered brass Sidewinder chassis, for better traction and a lower center of gravity. The chassis features a steel wire swing pick-up, tension controlled by a piano wire spring, to help keep the quick-change guide in the groove. In addition, there are quiet, Teflon®-filled Delrin® gears, long wearing stainless steel axles, and Revell's exclusive sintered bronze bearings at all four wheels. Two models to choose — Ford GT-40 Roadster and the Genie Ford — each with a scratch built personality. $10.00. Available March.

Revell Competition 1/32 scale car kits

Revell Competition 1/32 cars — Chaparall II and Cooper Cobra — are new from their racing slicks up. Each has a lightweight in-line brass chassis, with sintered bronze bearings front and rear, flatted stainless steel axles, quiet crown gear, and machined aluminum wheels. The motor for each car is a super-fast SP-80 that turns 37,500 rpm at 12 volts. Each thin-wall body shell is made of high-impact styrene, authentically detailed inside and out. Driver figure, decals and chrome parts are included. $7.00 ea. Available March.

Enter the March Sweepstakes at your Baskin-Robbins store. Revell is putting up the prizes.







Revell Competition 1/24 clear plastic bodies

Lightweight vacuum-formed Revell body shells are exceptionally clear. They're scaled and detailed precisely, and precision trimmed. No need for additional hand trimming! Two driver figures are included with each shell, plus decals. $1.50 ea.

Revell Competition 1/24 sidewinder chassis and SP-90 motor

Revell's soldered brass Sidewinder Chassis is pre-assembled. All metal parts can be soldered. It has a steel wire swing pickup and piano wire tension spring, bronze bearings front and rear. The wheelbase is adjustable, and body mounting brackets are included. $2.50. Available March.

Revell's powerful SP-90 is a high torque, 2 in.-oz. pre-wired motor that turns 28,000 rpm at 12 volts. $4.00.

Get the Revell Sidewinder Chassis /SP-90 Motor Competition Kit, including two stainless steel axles, Teflon®-filled Delrin® spur and pinion gears, and four flanged jam nuts. (an $8.40 value) $7.00.

Revell Competition parts & accessories

Revell has a complete line of Competition scratch parts and accessories for 1/24 and 1/32 scale model racing cars. New sponge rubber racing slicks, flatted stainless steel axles, precision cast mag wheels, Teflon®-filled Delrin® gears, quick-change guide, chassis brackets, and more! Look for the Revell package with the Competition checkered flag.

See Revell's new high performance model racing car products at better raceway centers.

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And the flavor-of-the-month is (you guessed it) Revell Racing Nut.

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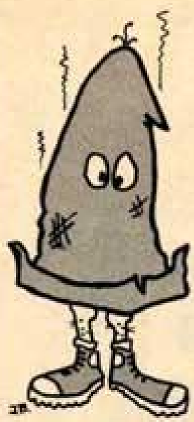
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THE WORD from the PIT

By SPEEDY GONZALES
(Fastest Thumb in the West)

Greetings me amigos! Old Speedy has a lot of news for you this month! Our great sport produces more new ideas every month than I can record on my Juarez tape recorder!

An interesting piece of information crossed my desk recently. J. T. Brooks, our roving English friend who reports occasionally on slot racing happenings around the country, dropped a brochure on my desk that might just interest you, or someone you know. A professional tuneup is now offered from Bob's Dynatune Service, 14949 Beechwood, Chino, California. J. T. claims this outfit does grade "A" work and really gives the customer his money's worth. They do *not* hop cars up, but precision assemble and tune production car kits, new or used. If you haven't the confidence or time to build a winner yourself, why not check out this new service by dropping your name and address to the address mentioned above, plus 10¢ for handling and postage. They'll send you a comprehensive brochure describing their services in detail. They'll even go so far as to paint bodies, dyno-tune the car, etc. Check it out!

J. T. also sent me a report on the Garden Grove Grand Prix, held recently at George Siposs' place. It sounds like they had a real bash. Here's J. T.'s account. I think you'll really dig it!

"The Garden Grove Grand Prix turned out to be a jolly good bash, even better than anticipated. George and his crew of Californians had tried unsuccessfully to lure their Midwestern (now turned Californian) compatriot, Ray Hoy, to one of their races. This time he showed, and each of the members had their sights set on him.

"After the members had flogged about a bit, testing odds and ends, the fray got under way. George has built a diabolical track! Really a bloody good driver's course, with chicanes, converging lanes, etc. There are places on the course where there are no possibilities of passing. The first chap into a corner completely shuts the door on the back markers. Great sport to watch!

"This one hour race was one of the most hotly contested that I have ever witnessed! The lap record on this 55 footer is 8.0 seconds. At the end of one hour the winning team was Gene Putney and his son Mike, by less than *one lap!* They drove a Monogram Lola GT. Bob Bray and Ray Hoy took second. The team of Jim Andras and Sherm Spears took third. The difference between the first place team and third place team was only 2 laps. This at the end of one hour of racing!

"The 90 minute Grand Prix was a ruddy thriller for the first hour! Gene and Mike Putney won this race for 1/32 GP cars too, running away from the entire field in the closing half hour. Highlights of this race were three separate bashes between Jim Andras's Lotus and Ray Hoy's Monogram Lotus. Ray made three strong drives, attempting to overhaul Jim's flying Lotus. After painfully closing the gap to within two inches each time, he wound up spinning out at the final moment of truth! He went back to Thousand Oaks, California muttering black oaths, promising to return for the next race with his dreaded Rayline power brake unit!

"George Siposs played it neutral and didn't race during the Garden Grove GP, electing instead to 'run' the show. He did put on a shameful exhibition after the race, however, breaking his own record with a resounding 7.9 second lap. This on a slippery track. Disgraceful exhibition, George!"

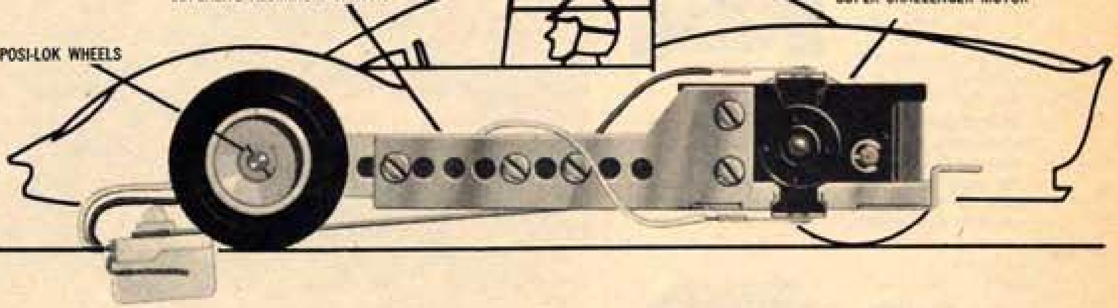
And that Amigos, was the story of the great Siposs-Invitational-Garden-Grove-Grand-Prix. Someday, I've got to make it to one of these go-arounds. But nobody seems to want we. If only I wasn't such a great driver, maybe people would ask me out ounce in a while. Folks just don't know what it's like to have to live with fame. But then, that's show biz. So until you roll into the pit again next month, hang loose, don't lose your cool and keep those thumbs down.



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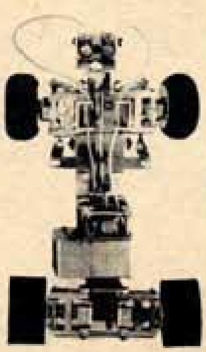
MARK 1

REACHED THE LIMIT of SURFACE ADHESION...?

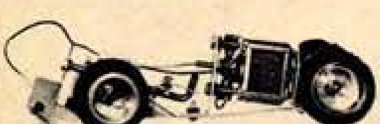
THEORETICALLY, it hasn't. Later on we'll think of something to add. Gild the lily, as it were. Right now we can't. QUAD Mark I is just about what we had in mind at Adam & Sons when we set out to apply the well known Grand Prix principles of fully independent suspension on all 4 wheels of a 1/24 model car racing chassis.

ADAM & SONS achieve independent suspension by means of transverse leaf springs, 4 half axles and upper and lower connector arms. In the rear end (shown above) this is incorporated into a true universal joint with U links. QUAD Mark I has a steerable front end with Oilite wheel bearings and a drop pickup arm with nylon contacts. A 6 volt Kemtron Wasp X-503 motor geared 3-1 and track prepared tires on 3 prong knock-off hubs complete the inventory of good things.

WE DO KNOW that the speed of QUAD Mark I on the turns is just short of fantastic. People who are racing QUAD Mark I tell us it's the only chassis that keeps all of the tire on the track all of the time. As a QUAD Mark I owner you'll promote yourself to the top level of the model car racing sport. Pride of ownership, and that sort of thing!



UNFORTUNATELY you can't cast, press mould or extrude a QUAD Mark I. It has to be put together by hand, with a certain amount of loving care, from parts we machine ourselves at Adam & Sons, because the tolerances are too close to sub-contract.



QUAD MARK I is available direct from Adams & Sons and the price is just as low as we can make it—$24.95. Every QUAD Mark I is test run on our own track before packing. QUAD Mark I will come to you ready to race, nested in foamite, secure in its strong carton. The price tag includes parcel post, insurance, and a clear plastic Sebring Cobra body you may paint any color you fancy. We are now shipping 48 hours after receipt of your check or money order direct from

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BARRIS KUSTOM KORNER

Don't look now, but I think the "Ghoulies" are taking over. There are more offbeat cars running around lately, than you can shake the old dipstick at. And as if the Munster Koach, the Drag-U-La, and My-Mother-the-Car weren't enough, there's yet another wild machine coming down the road that's a sure bet for Top Ghoulie (also spelled Goolie) of 'em all. It's called the ZZR, and just about steals the show in a new movie called "Out of Sight."

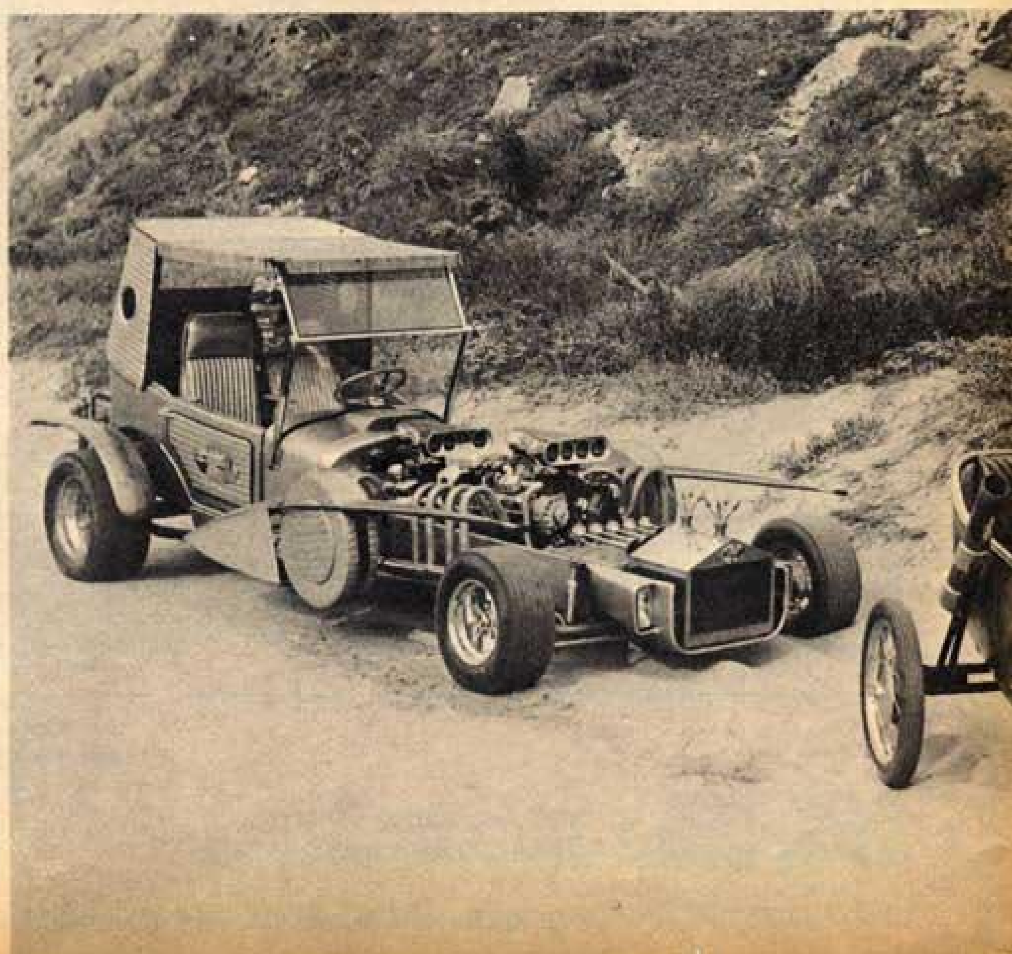
The ZZR is classified as a "Super agent Rod," and was built by you-know-who. What do you mean, who? Who else has the imagination to build the likes of what you see before you? Nobody, but Barris Kustom City! Right? Right! Well, enough of that noise; let me fill you in on the new flick.

As you might have expected, it's a spy-spoof involving an all-around good-guy named Homer, and his battles with a group of no-goodniks known as Flush. Homer, played by Jonathan Daly, is the butler for a secret agent. The S.A. owns the ZZR car. As the plot unfolds, the S.A. becomes sick and Homer accidently takes his place in the gunsights of the baddies.

There follows a number of knock-down-drag-out-wheel-wars between Homer in the ZZR and a mad midget from Flush riding a rocket launching motorcycle. Anyway, when you see the film (and you *will* see it, or face the wrath of Flush), how about giving a little cheer for your Big Uncle George. Huh? If you promise, I'll tell you more about the car – and the Flushcycle too.

The body of the ZZR is a stretched out '27 Touring T, made by Cal Automotive from Owens Corning fiberglass. Power comes (in a big way) from two '66 Buick 340 engines mounted in tandem, with a dog clutch. They can roar together or alone. The wheels are 12 inch Raders up front, with 15 inchers on the rear. The tires are a combination of Firestones and Racing M/T's. Overall length of the S.A.R. (Super agent rod) is 180 inches, with a 135 inch wheelbase.

Like the Aston-Martin used on occasion by a certain British S.A., the ZZR can do a few "nasties." Among other things, it shoots bullets out one end and flames out the other, all the while coating pursuing enemies with tar and feathers. It also fires rockets and grenades and other loud things, and can generally take care of itself in the toughest traffic jam. Sort of the car you need to successfully travel over the Hollywood Freeway.



As for the Flushcycle, it sports a Cal Automotive '23 Model T body that has been reworked into a Flexy Side-Car. The cycle itself is a Big Bear Scrambler, with a contoured racing shield that features tube dart throwers. Inside the Flexy, there's a bazooka and a grenade launcher.

Both "vehicles" are done up in Gold, with Kandy Red Metalflake trim on the cycle, and Violet Metalflake on the ZZR.

And now for you followers out there who are about to take up paper and pencil to ask how to build the ZZR, hold it. Your Big Uncle isn't going to let you down. No sir, right this very minute there's a scale version going together in Bob Kovacs' back room. The only thing is that you'll have to hang on 'til next month. But it's going to be worth it. We're going to show you how to whip up your own ZZR from spare kit parts. In the meantime, go see the movie. And if you decide you'd rather have an Aston-Martin then hang it up! And don't forget to turn in your secret membership card from the Organized Goolie Fans of North and South Brooklyn and Other Americans United for Wilder Rods! Yea!

For you faithful fans who trust your Big Uncle, next month is going to be a solid blast. So hang onto your gool. And here's a late news flash, before we close for this month. There's a full length Munster movie in the making. What did I tell you in January? All you have to do is write those little letters. So, keep 'em coming.



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COUPON ON PAGE 65

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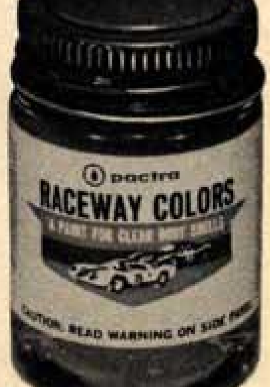
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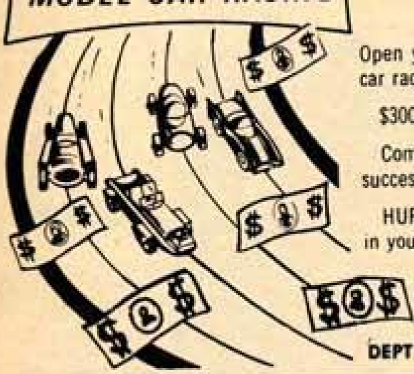
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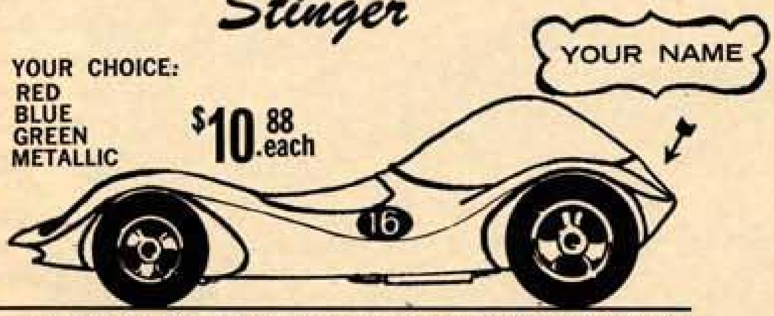
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NEW TO SCALE



A bonus slot racing pack comes with MPC's '66 Pontiac GTO kit for the static builders who'd like some track action. Includes **underbody attachments, driver** and **tonneau** to convert the 1/25 scale GeeTo Tiger from shelfer to slotter. And it looks good either way. Can be built stock, custom or competition. Drop the engine in the front seat and run a blower scoop (included) from hood through the windshield to go the match car route. Try it anyway you want it.



Jimmy Clark's '65 Indy winning Lotus-Ford is now available as a 1/25 scale static from IMC. Detail features include a Ford 255 CID overhead cam engine, steerable front wheels, low profile racing tires and driver figure. And the British Racing Green finish comes molded in. Just add the decals and lay on a coat of clear. And don't turn up your noses, Thumb-benders; it converts easily to the track. Priced at $1.50.

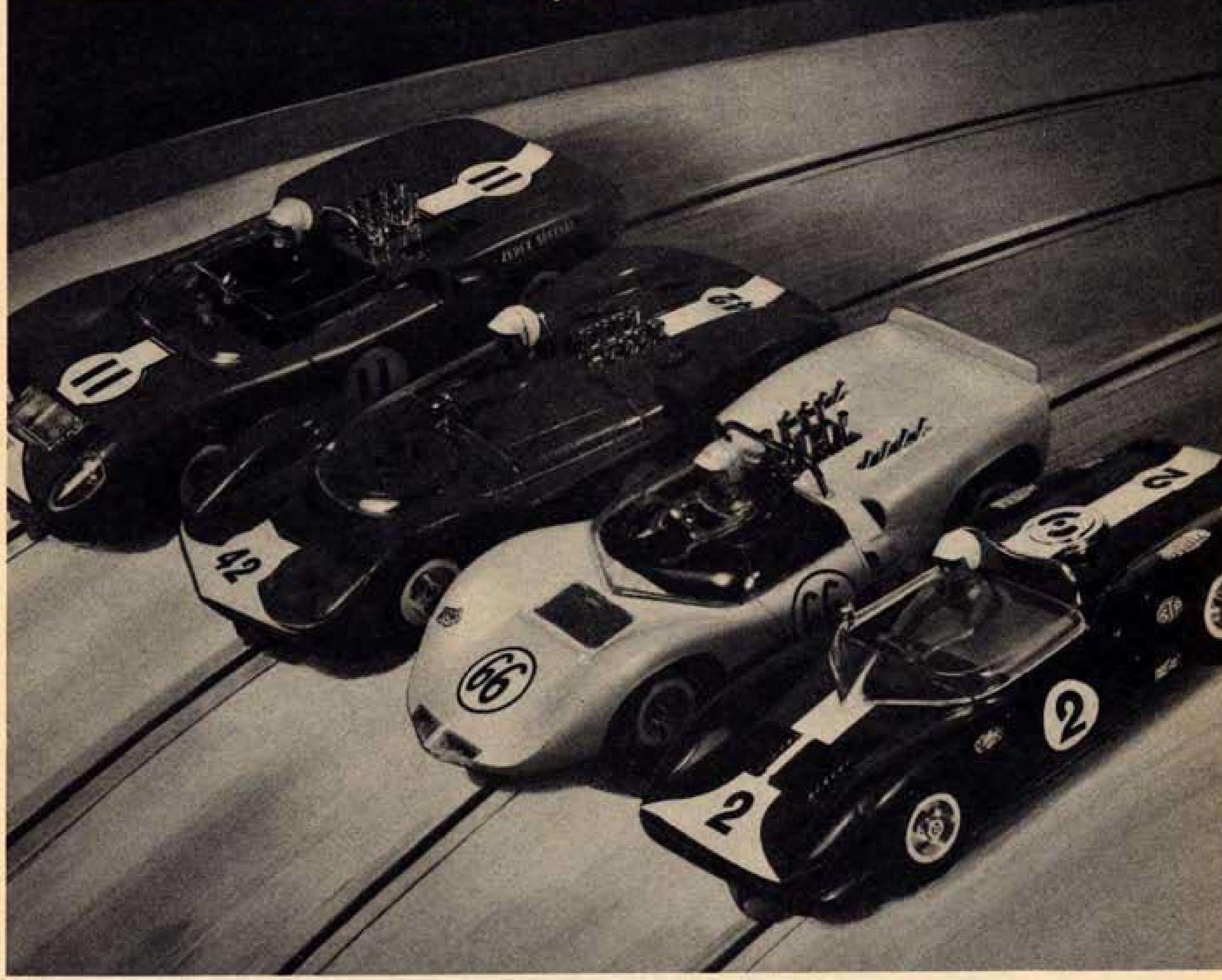


First it was the Chaparral; now it's the Lotus 40, newest detailed charger from Cox. As authentic as possible in 1/24th scale, it features **lightweight, die-cast magnesium** authentically used throughout, **built-in motor-axle alignment,** and comes complete with the big **Cox X-250 motor.** Add it to your line-up for $8.98.

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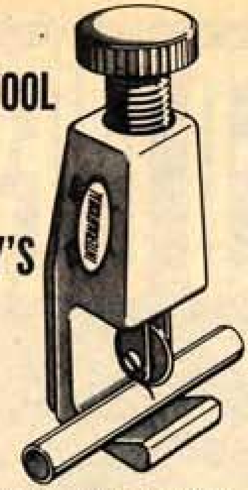
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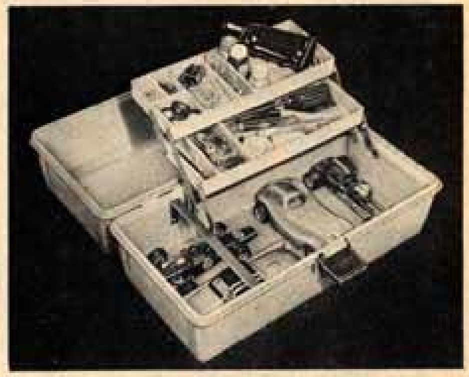
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Maximum handling ability and a new low in the C.G. area are the big point winning features of the Low Profile 1/32 scale Inline chassis kit from Cox. Designed specially for Cox's TT-X50 motor, it also offers built-in motor-axle alignment, predrilled and slotted adjustable body brackets, the new Coxalloy guide and an adjustable wheelbase. Priced at $4.50. Look for it everywhere.



When you've got a thing about winning and like nothing better than screaming down the straight-a-way, $14.95 gets you the motor to do it. It's Globe's SS-91 and features **permanent magnet fields, five slot armature laminations with five bar commutator, ball bearsing,** plus small size and light weight (2 oz.). Designed to operate over voltage ranges of 1 to 12 VDC, with **40,000 RPM** at full bore. For more info, write: Globe Industries, Inc., Dept. MCS, 2275 Stanley Avenue, Dayton, Ohio, 45404.



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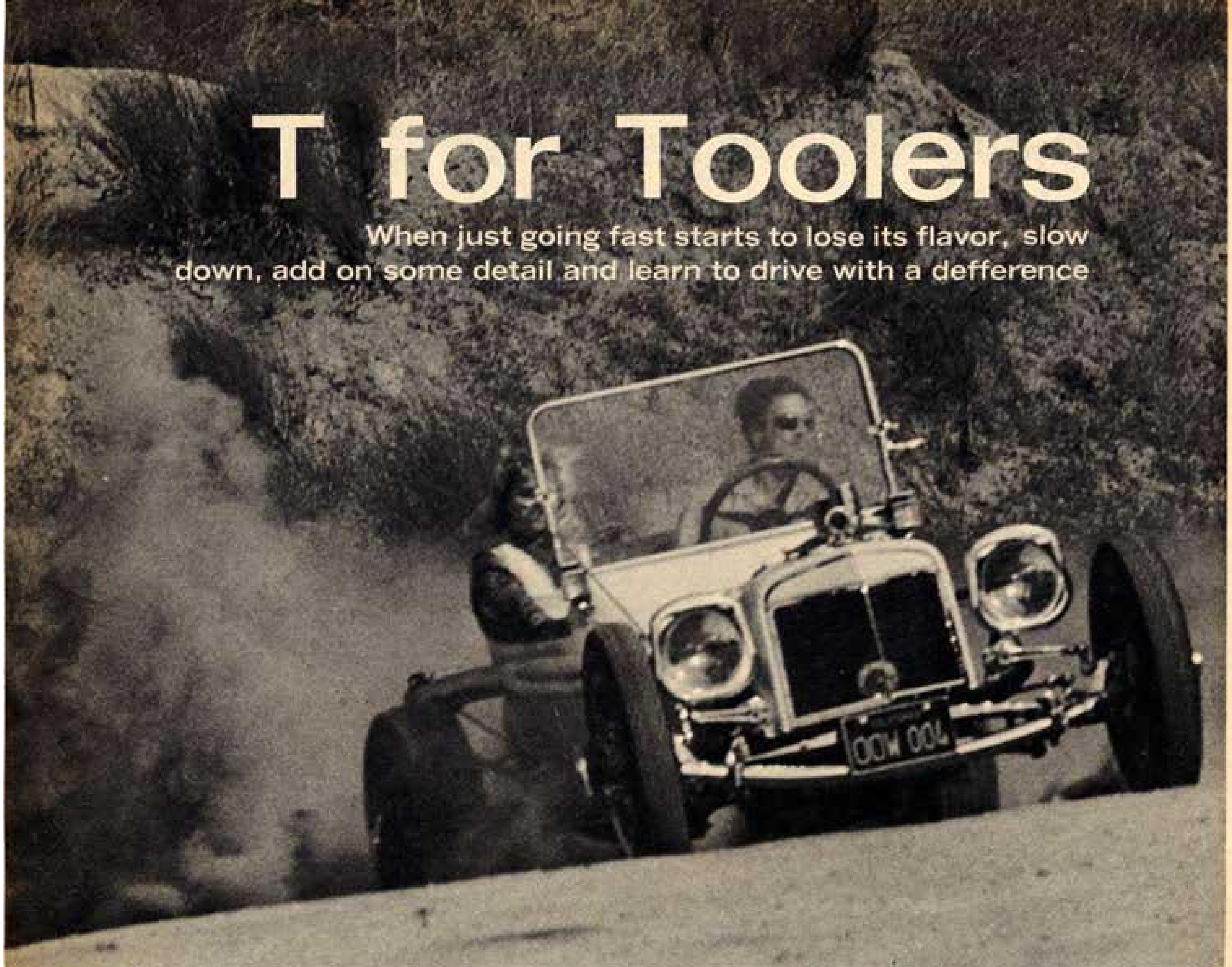
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T for Toolers

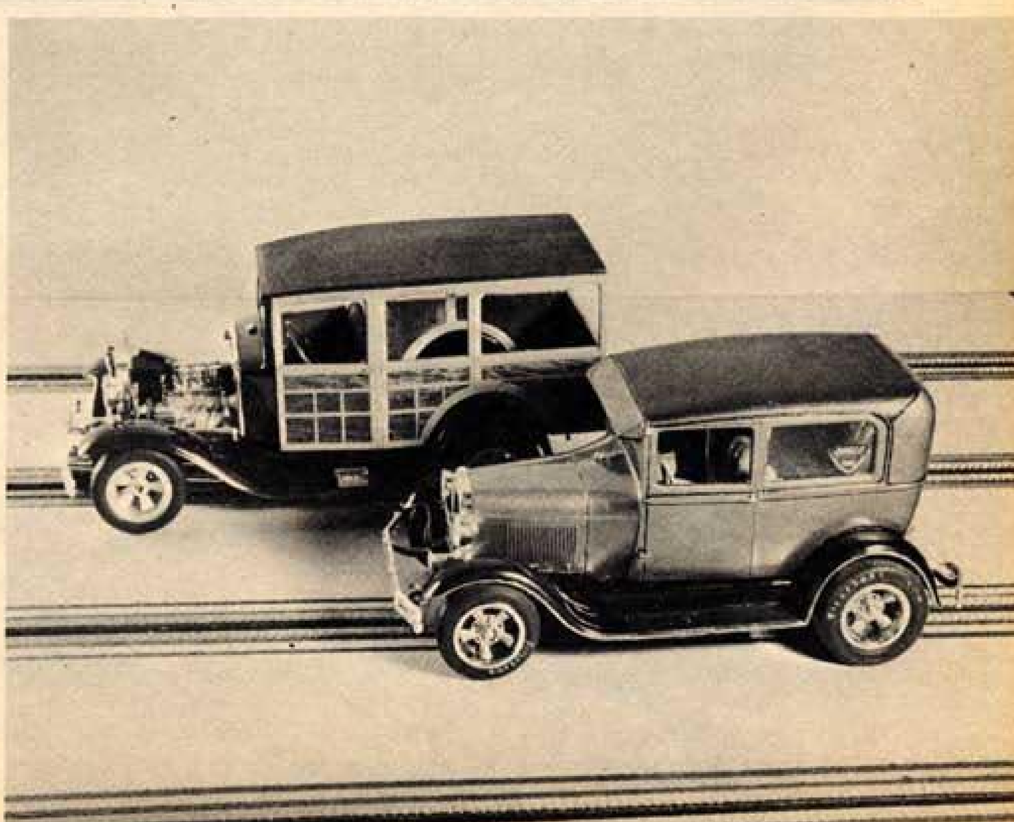
When just going fast starts to lose its flavor, slow down, add on some detail and learn to drive with a defference



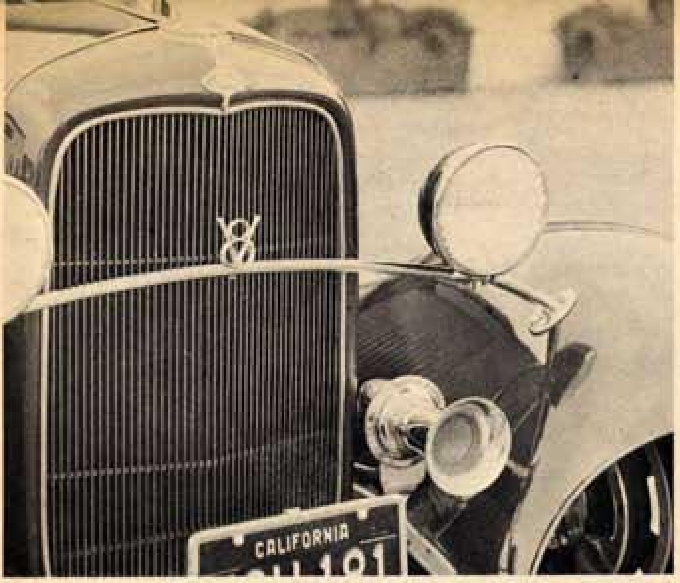
BY BOB McCALLA

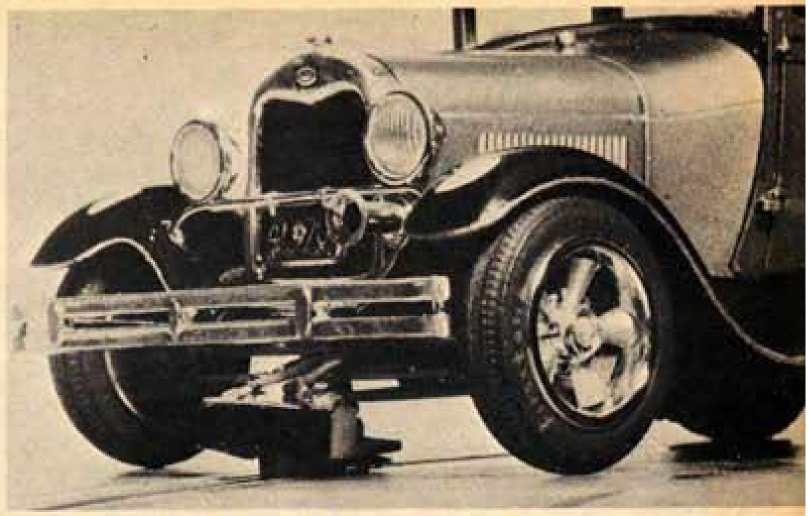
Have you been winning too many races lately? If you haven't, then there's no problem. But if "killing" the competition has been losing its savour, maybe it's time you eased up on the thumb and took another look at the game. Just what's so important about burning up a track or nerfing some little kid out of the action? Could there possibly be something more to slot racing than just racing?

The answer is yes and it's spelled with a "T" and "T" stands for "Toolers". It's the road back from boredom, Gentlemen; a way to put new flavor in a dull game. While the speed-happy fans burn them-



Have you ever noticed how most cars seem to look alike as they "speed-dog" it through a far curve? Well, if you're tired of looking like the rest of the pack, try thumbing a Tooler around the track. It may open up a whole new world for you.





Will the real F-O-R-D please rev up! There's an awful lot of beautiful detail in the AMT '28 Sedan; all you need is a steady hand to make it really shine. Why put a good looking machine like this on a track? Well, it's better than sticking it away on some shelf.

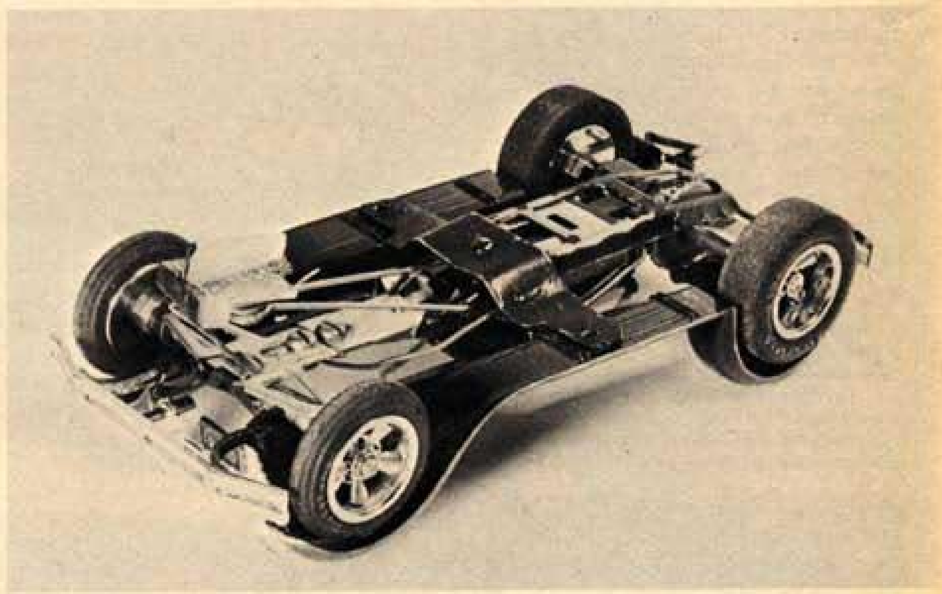
selves out with just trying to go faster, the Tooler-Builders of the world will be taking it easy and having double the fun.

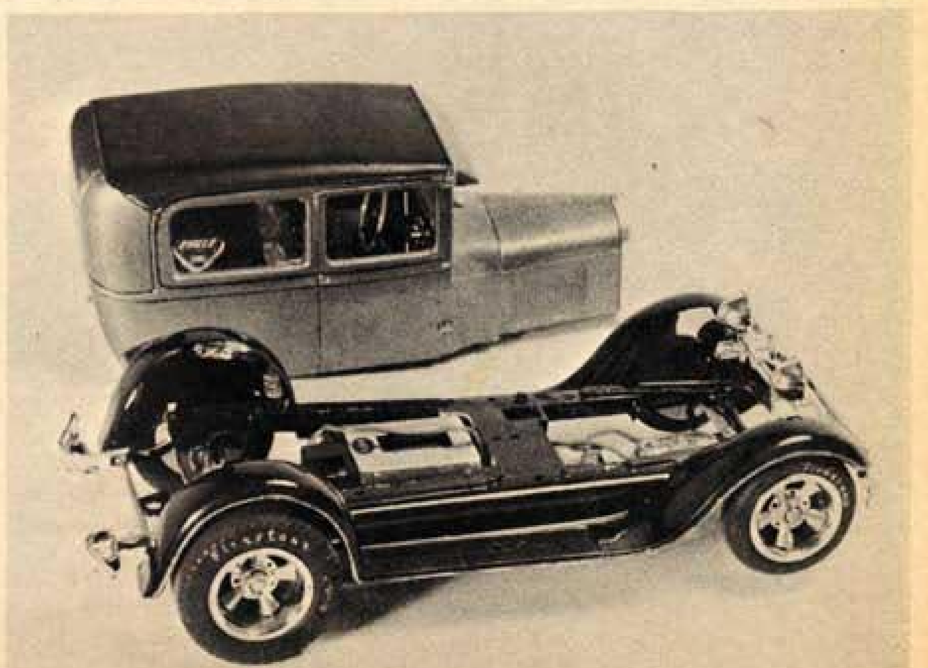
Any mechanic can work up a sled to crank off some fast laps, but a Tooler is a work of art and isn't concerned with speed. It can open up if it has to; underneath the fancy exterior there's nothing but first class running gear. Authenticity, however, is the Tooler'sc prime concern and detail is what it boasts. For in the fine art of Toolering, the *car* is the thing, not lap time.

While detailing a Tooler does take time, patience, imagination and a steady hand, it's actually easier than building a good static model. The only parts used are the body, fenders and interior. The rest of the machinery is pure slot-sled. To assemble the three bodies shown on the cover, for example, took just one night's work (about six hours).

The first step in building a Tooler is a paint job for the body. When finished, it should be set aside, as it won't be needed again until the rest of the work is completed. The fender assembly is the next operation, after the choice of power, frame and running gear has been made.

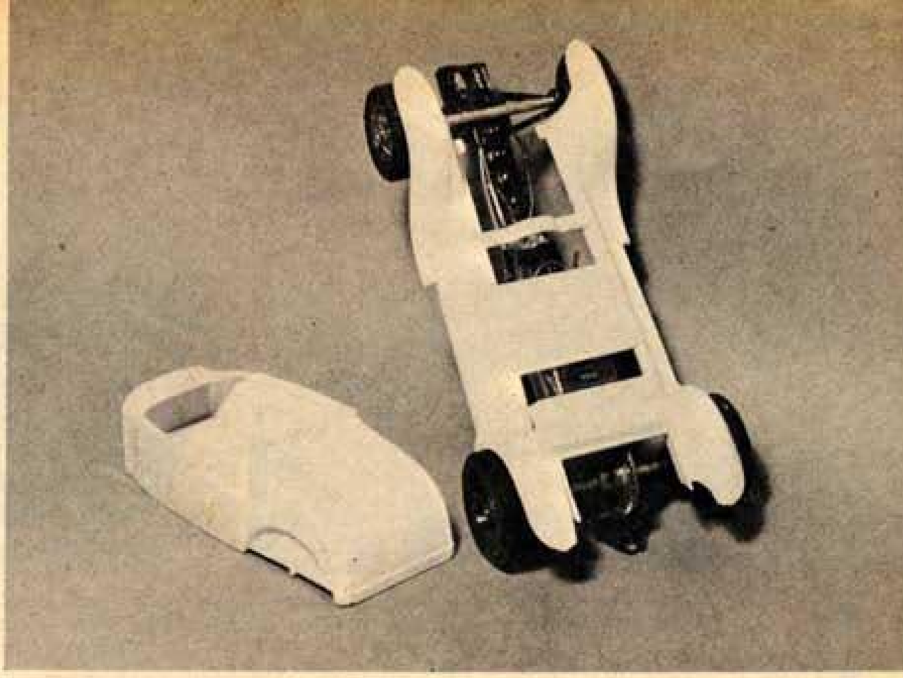
To mount the fenders, place them on a table upside down. Then lay the completed runnning gear assembly on top to





For running gear, best working combination we've found is the Russkit Spyder frame, motor from Cox or Russkit and a Russkit pickup. Tires, wheels, axles, gears, etc., are all pretty much a question of paying your money and taking your choice.

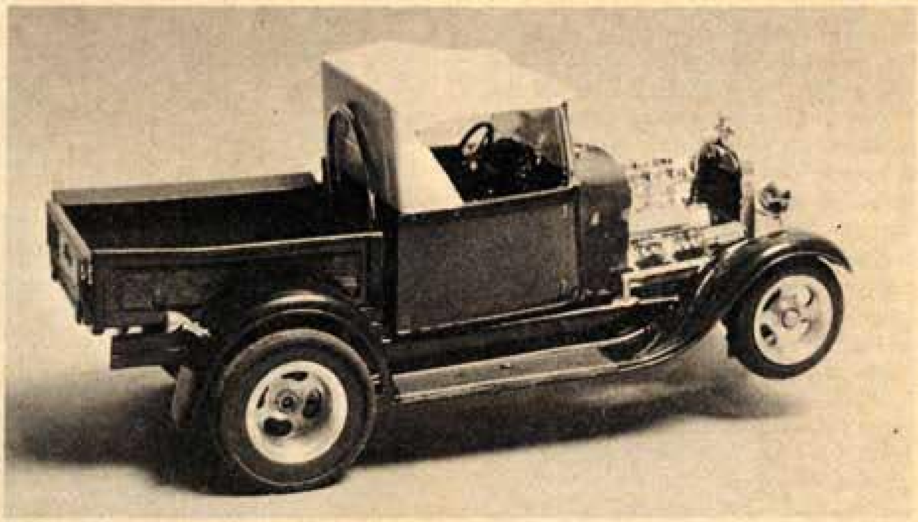
In its own way, a Tooler is easier to build than a straight static model. All you use are the fenders, interior and body shell. Just fit a quality chassis underneath and she's ready to move.



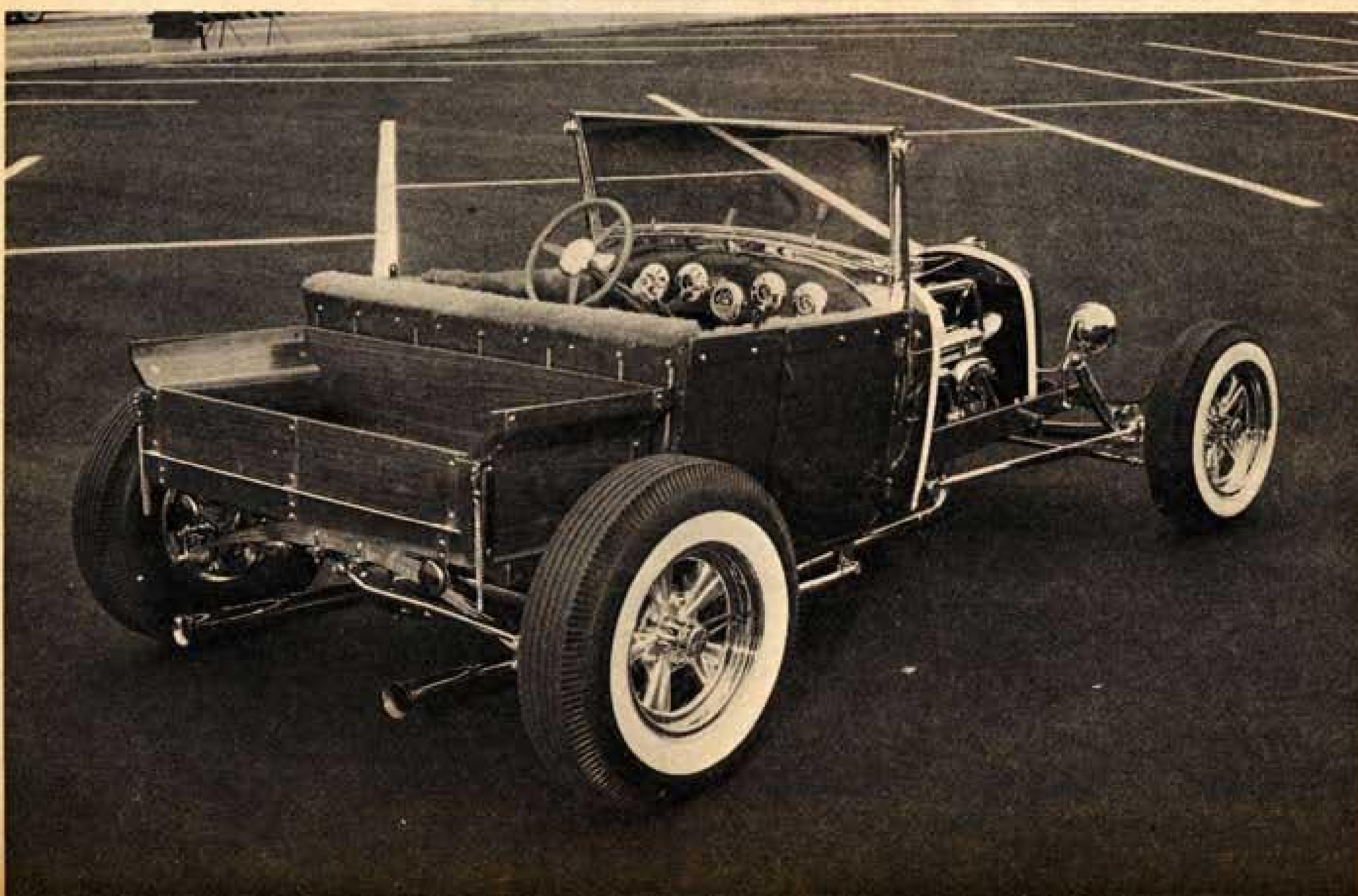
check for fit. Mark cut-out lines, as needed, on the center section of the fender assembly. It should be remembered that in building a Tooler, detail and appearance must be kept as close as possible to that of the prototype. The tires, for example, should be reasonably close to scale and should not protrude beyond the fenders. Try to use slot parts that fit, without excessive reworking to the car itself.

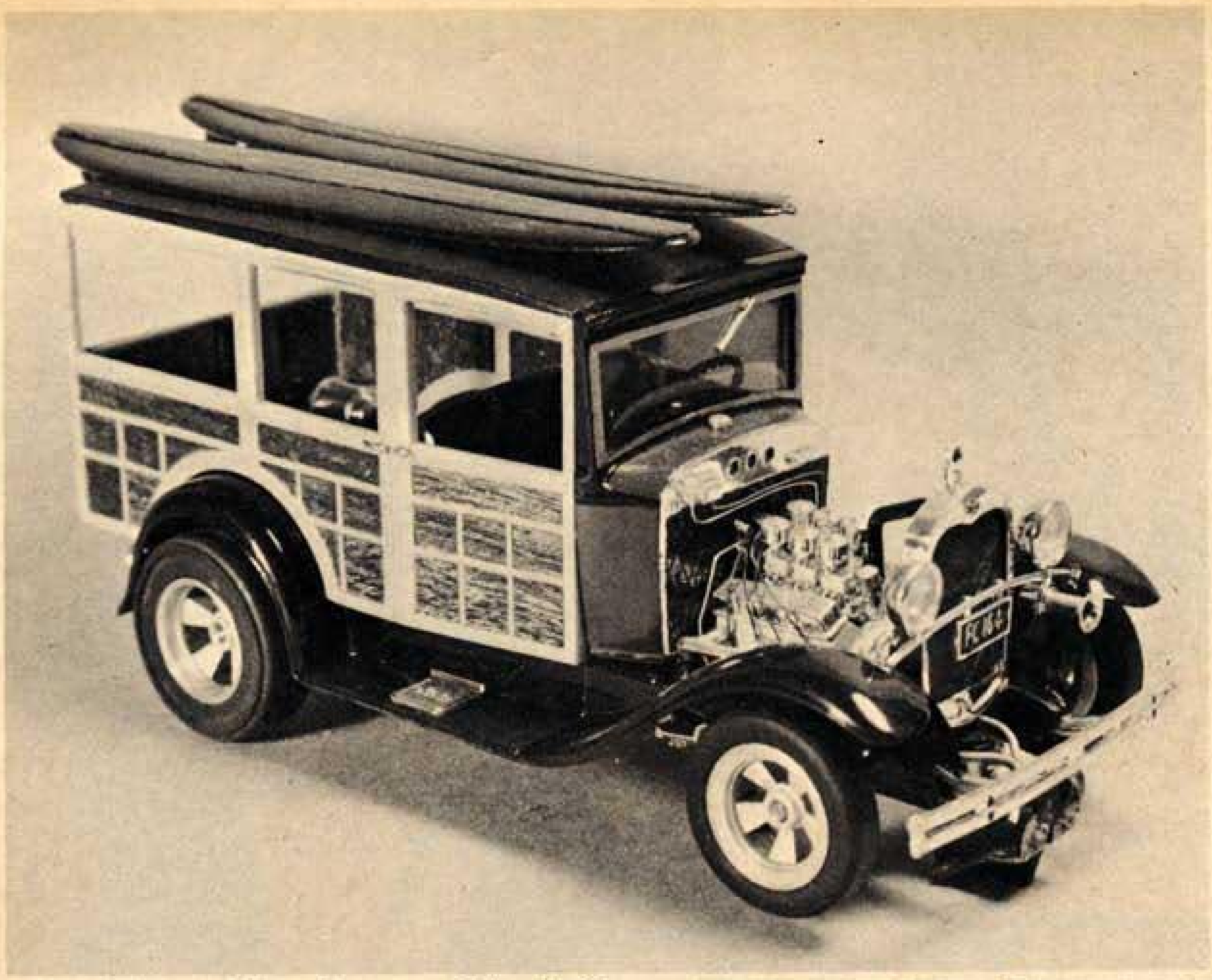
Once the fenders have been cut and mounted to the running gear, paint and set aside. The interior should then be assembled, painted and detailed before being inserted into the body section.

To add wood inlay to either the exterior or the dash, thin cedar cigar wrappers work beautifully. This type of wood is best applied by using any of the "white glues", such as *Elmer's Glue All* or *Blue Bird*. They dry clear and will not harm plastic. After the glue has dried (about two hours), the wood inlay should

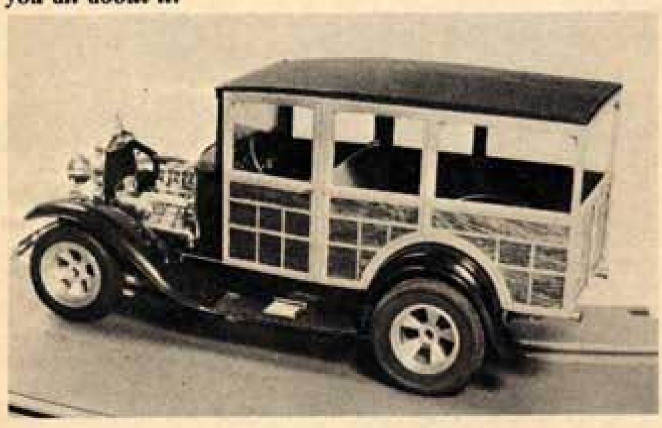


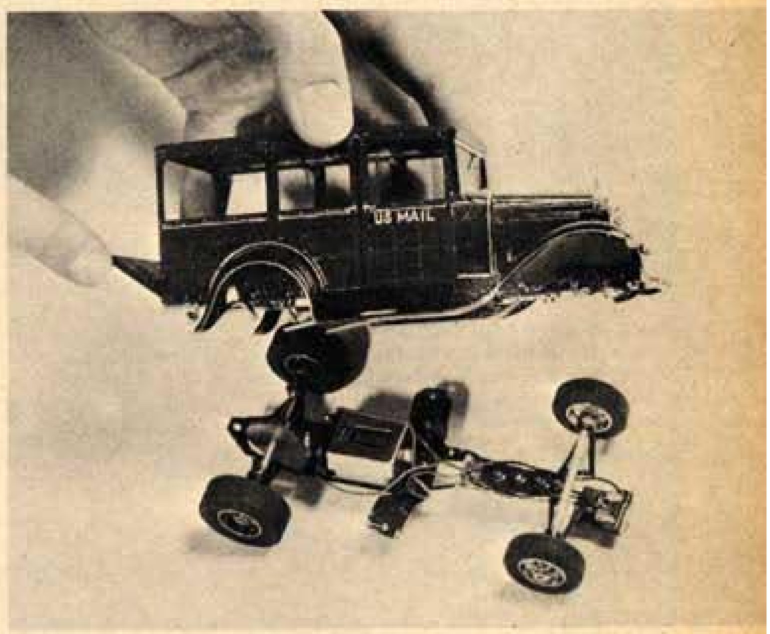
Monogram's Blue Beetle formed the basis for this McCalla pickup. Unlike the lead-sleds and speed-dogs, Toolers are kept as close as possible to the original machine. Outsized slicks, for example, are taboo. The name of the game is authenticity and just plain fun.





Built in the finest traditions of master modeling, this Monogram 1930 Woodie is sheer detailed perfection from the fenders up. One expert touch is the real wood inlay throughout the body. Bob Paeth's article in this issue tells you all about it.





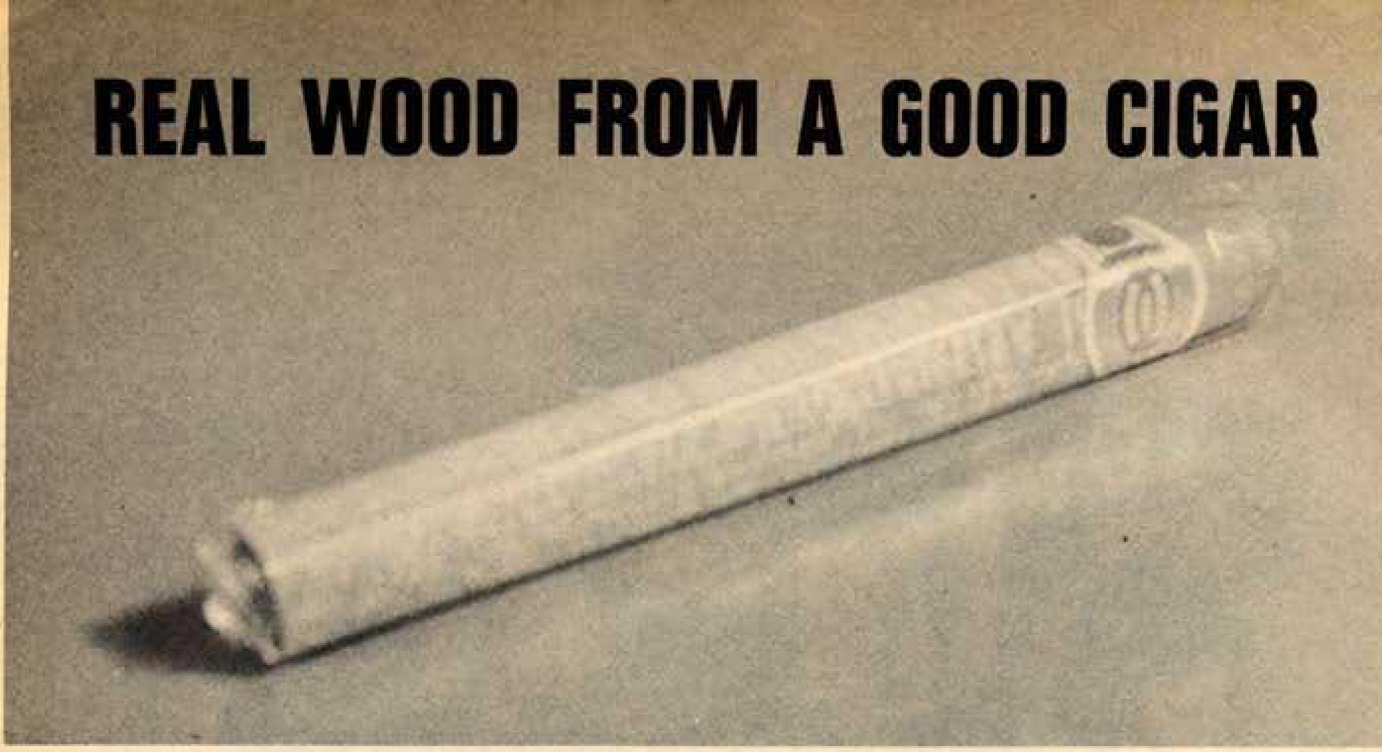
A great feature with the Spyder chassis is that it will fit most of the classic bodies. Should one somehow . . . sufferin cats crash and go boom, just swap it with another.

be covered with several coats of clear enamel for a varnished appearance and to bring out the grain.

With the different assembly jobs completed, the whole works are joined together and the final chrome trim and detailing is applied. Then it's off to the track for a little action.

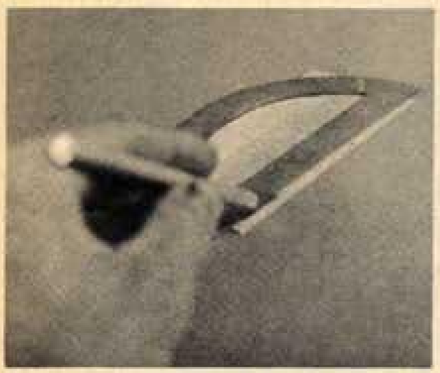
Now here is where the real pleasure and pain of Toolering comes in. Considering the mountain of fragile detail on a Tooler, you obviously can't crank it on full bore down the straight-a-way and stuff it into a crash wall. Roll it a few times and the good looking little bugger will take gas, leaving you with a handful of pieces and o controller with nothing to control. However, if you're the proud possessor of a sensitive thumb and a keen eye, you can play it casual and still take the car around the circuit at a pretty decent clip. Just stay clear of the local hot-shots who like to nerf their way to the front of the pack. And don't feel bad about being out run by the other cars. They're just "speed-dogs" and all look alike anyway. You'll get just as much praise, if not more, for having a wicked looking run-about, as they will for going fast.

REAL WOOD FROM A GOOD CIGAR

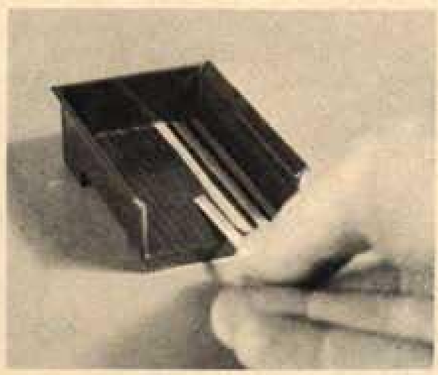


Gone are the days of a good 5¢ cigar. If you want a wood wrapper, you have to go first class and come across with at least 15¢. But that buys you a lot of wood.

THE MOST AUTHENTIC WAY TO ADD WOOD WHERE YOU WANT IT



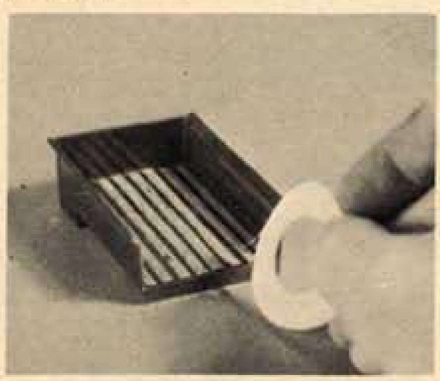
Use a straight edge and a sharp knife to cut the desired strips. Hold the edge tightly, or the wood will splinter. We've heard that steaming the wood over a tea kettle will soften it up some.



The strips are cemented into place between the raised lines in the pickup bed. But promise you'll go easy on the glue; a heavy coat will seep through the wood.



When the wood is in place, spray evenly with a coat or two of clear. This will seal the wood and enhance the appearance with a varnished look.



For that ultra finishing touch, lay on strips of chrome tape between the wood. You can get a king-sized roll of it from Auto World, AHC, and most hobby shops at a fair price.

BY BOB PAETH

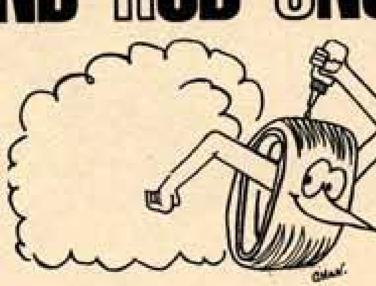
Do you have a friend who appreciates a good cigar? Well, get him one with that sophisticated wooden wrapper around it. As soon as he lights up, grab the wrapper and beat it to the nearest workbench; 'cause we're going to show you how to make a wooden back bed for a nifty pickup.

This is a little trick that master modelers have been playing with lately. Read Bob McCalla's Tooler bit, if you don't believe us. Bob uses just about the same technique as shown here. Not only is it simple, but it's the most authentic looking way to add wood where you want it (plastic and contact tape just aren't real enough).

If you follow the steps here, you can finish up the job easily this side of 30 minutes. The wood will look real since that's just what it is. Add a coat of clear, and you get a sharp varnished, grainy appearance. And for a finishing touch, lay on a few strips of chrome tape (available from AHC or Auto World).

So if you're planning to try your hand at Toolering, Surf Woodying or building anything that calls for real wood inlay, you just can't beat a good 25¢ cigar (15¢ at discount drug stores)!

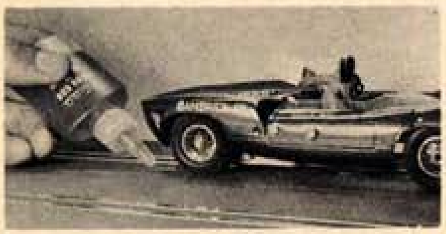
GOOPS, SPRAYS AND RUB-ONS



BY CHRIS CHAN



If rubber alone doesn't give you the traction you're after, go the additive route and try your luck with some of these goops, sprays and rub-ons.



As if the "MCS STOMPER" didn't have enough going for it, we decided to go goop on the soft-soft spongies.

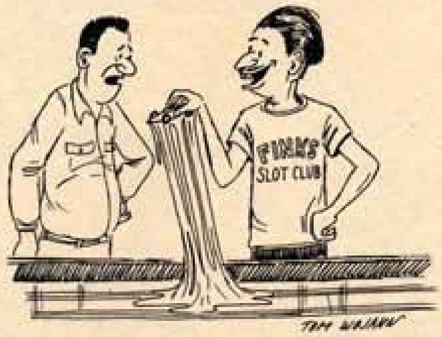
THE MAGIC ADDITIVES FOR EXTRA TRACTION

Has some hot thumb ever given you a hole job while your tires just spun and your car went nowhere? Have you ever had the experience of accelerating a little too soon in a curve and finding your car facing the wrong way? Here are some of the products and a few ideas that can solve your problem.

The first thing that you are going to need is a pair of trued and sanded tires, of either sponge or mechanical rubber. This is important, because without round tires nothing can help. Just to be sure of this take time in the following step. Hold the rear end of your car above a sanding block while running the motor at about three-quarter speed. Now gently lower the rear until the tires just barely touch. If they run smoothly on the block then you are alright, but if they bounce because of irregularities, you will have to true them up. After you are sure that your tires are true, you can begin experimenting with the many products now marketed for the specific purpose of increasing tire to track adhesion.

The first group is the spray type; included are Classic's Shure Grip, Spra Kleen by GC Electronics, and SPC's Surface Shield. These are best applied by spraying them directly on the tire or by first spraying it on the track and then spinning the tires in it slowly. I personally prefer the latter method because it distributes the liquids more evenly. The spray-on-type traction products all produce similar results and are the easiest to work with, but generally cost more. If time is of importance, such as in races of under an hour, the advantage of a speedy pit stop using spray-on adhesion could be just the thing to put you out in the lead again.

The second set of adhesives is of the bottled sort. Burmar's No Skid, K&B Engine Power Tire Cleaner and Cheater Tire Dressing By Ram Engineering make up this area. These thin liquids do their most in the way of cleaning away dirt, grime, grease, and whatever else your tires may have picked up in your last race. To apply, put some on a rag and rub over the tire thoroughly. If you try this after running for just a short while on a typical commercial raceway and take a look at what you rubbed off you'll be in for a big surprise! All of the bottled additives are easy to find and inexpensive. It's a good idea before a race to run your car in practice for a while, clean off your tires, run some more and then before the cars are impounded clean them off again.



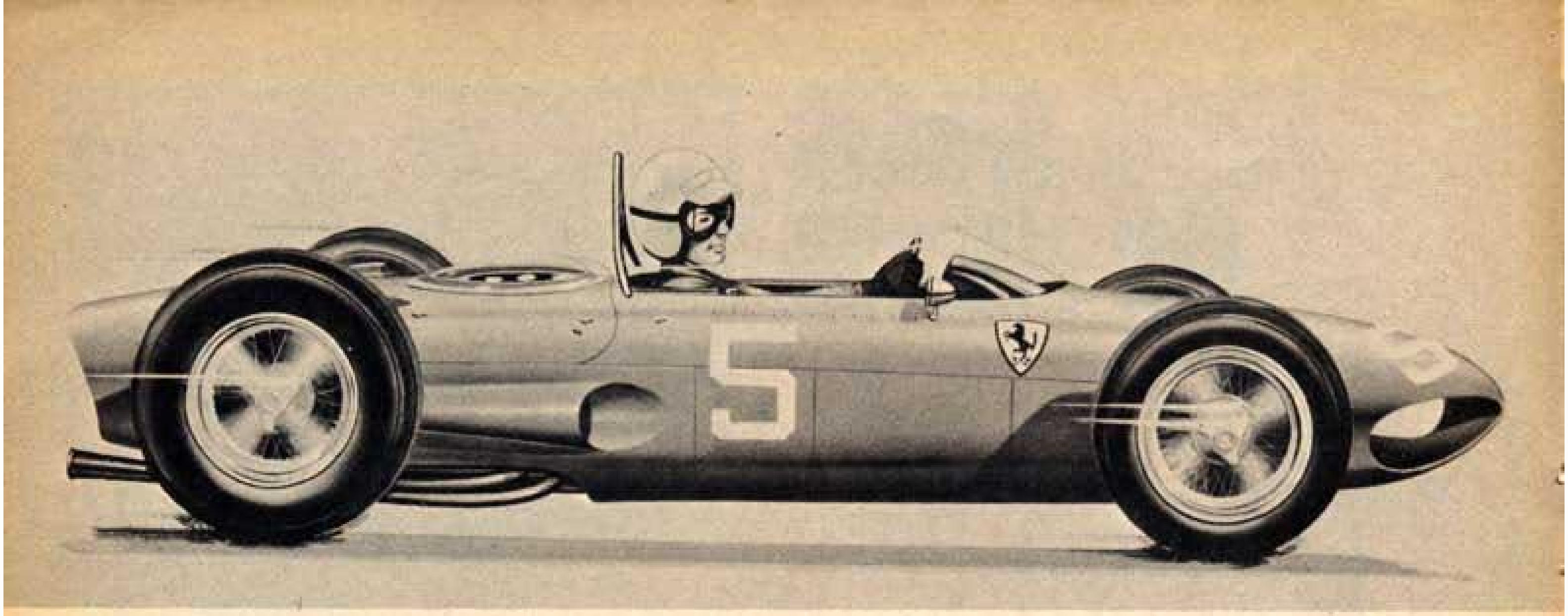
"Man! Talk about hangin' on in the turns!"



Applying the spray-ons is a cinch. All that's required is to push the little button. And you can use your thumb, if that's where your best muscles are.

The last type of tire traction improvers are the "goops", so called because their consistency defies any other description. Two such products are U-Go's Bloo Goo (!) and Circle T's Traction tonic. The most efficient method of using "goops" is to bead a line behind your car and spin the rear tires in the solution. Once the "goop" is evenly distributed in your tires, rub it in with your fingers (a cloth would take too much off). The "goops" form a high friction coating on the surface of your tires and the effects should be pleasingly long-lasting. There's no trouble finding these products; Bloo Goo is bright blue (of course) and Traction Tonic is a few shades lighter than army green. Both are easy on the pocketbook and come in handy nozzled plastic bottles.

Now it's up to you and the track that you race on as to which of the offerings you should use. During our testing on a variety of tracks, we have found that the bottled type additives work well on just about any track or tire. The sprays and "goops" seem to work out best on the sponge type tires and the new foam slicks as well. If you run a silastic-type tire, try Surface Shield; it provides just enough hold on the turns for our driving style. But the ultimate choice is yours, so start getting out on the other end of those hole shots.



S' WHAT'S NEW FOR '66

A sneak peek at what's coming



Lindberg leaps into '66 with this highly detailed 1/32 scale Ferrari GP machine in built-up ($5.98) or kit ($4.98) form.

American Model Car Racing Congress has just released their official rules and regulations booklet. For only 50 cents you can find out the way to go.

Gar-Vic comes on strong for the new year with their $11.98 "Firebird GTX-1000". This jewel is painted and fully assembled. Ready to RACE AND WIN!



So you think 1965 was a swingin' year! Wait'll you feast your baby blues on the hot new items that will be on your dealer's shelves in '66!

Slot racing continues to be the hottest phase of the ever-expanding hobby industry, spiralling ever upward at a nearly-out-of-control rate. We love it!

The static builders aren't being overlooked, however! There are gobs of intriguing new items available! 1966 promises to be the year to end them all! (Until 1967 rolls around, that is!)

We'd like to give you a peek at some of the new products that are going to play a key role in making '66 the year that will be known as "That swingin' year!"

Before we pull the cover off this fascinating potpourri of model marvels, we'd like to tell you just how we *got* these hot new items! The model manufacturers are a highly secretive group, especially where their top drawer, first class items are concerned. To get directly to the items with a minimum of cloak and daggar work, we sent our best man out on the assignment. That man of course, was none other than agent oy-oy-6¼, Speedy Gonzales. *No one* is safe from the great Speedy!

It's rather difficult to figure out just where to start! We could fill the entire book with just the myriad of merchandise for slot racing alone! Built-up cars are fast becoming a "staple" item, yet there has been a fantastic growth in kits too.

So here we go! Come on along as we amble through the next few pages, grinning from ear to ear. We dig this wild world of wall-to-wall new products. We think *you* will too!

A tough newcomer, BZ Industries, of El Segundo, California, offers a built-up 1/24 scale Ferrari 275P, and a fierce Ford GT. A 9 volt motor too!



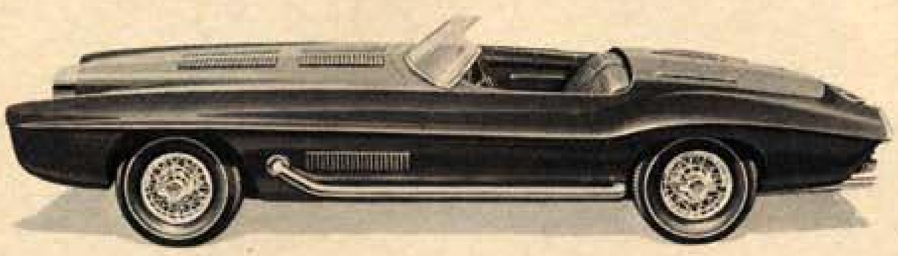
Unique Engineering adds a 1/24 scale '65 Dodge and a '65 Ford stocker to their hot line that already includes a Ford GT-40 roadster and a Chaparral. A winner at $10.95.



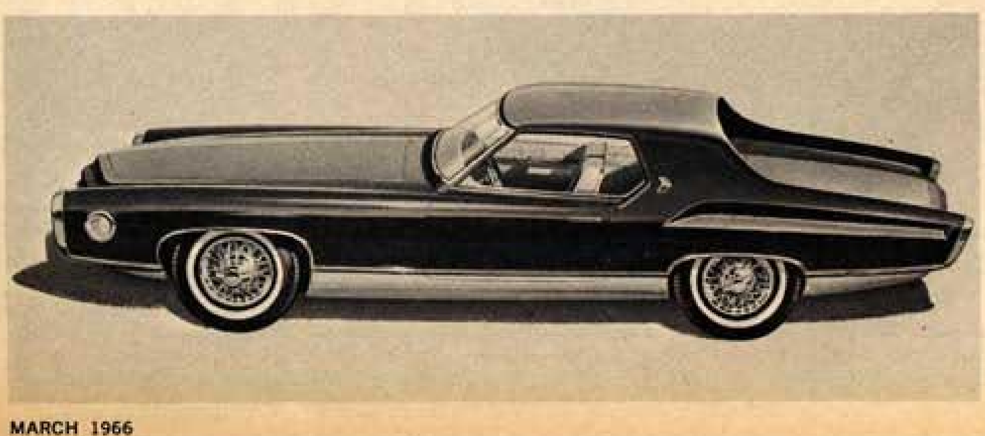




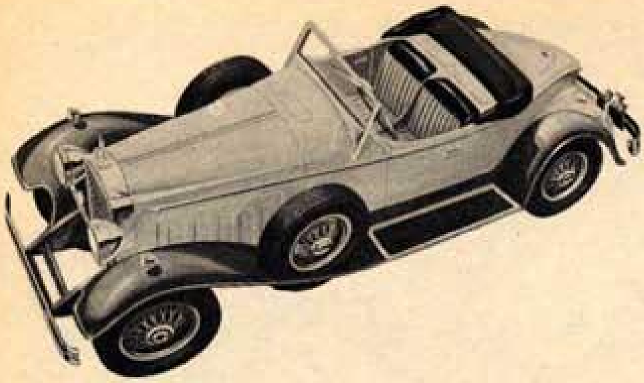
Another new car in the Renwal stable is this super-sleek '66 version of the famous old Pierce Arrow. At $1.98 it becomes an absolute "must" for the true enthusiast.



Renwal again, with this '66 Bugatti. The flowing fenders, long narrow hood and huge wheels, remind us of the original 1925 Type 55. S'nice!



Oh alright! We may as well go "the route" and show you Renwal's '66 Jordan Playboy. It's enough to bring tears of nostalgia. And only $1.98!









Pyro expands their fantastic line of table top classics with a 79 cent '32 Pierce Arrow, '32 Lincoln K. B. Phaeton, '30 Packard and a '31 Cadillac.



"Matchbox" has added a new car to their "Models of Yesteryear" collection. This 1911 Maxwell Roadster sells for $1.50. Made of die cast metal.



"Matchbox" adds a Safari Land Rover to their extensive line of miniatures. You just can't hardly buy a Land Rover these days for only 55 cents!

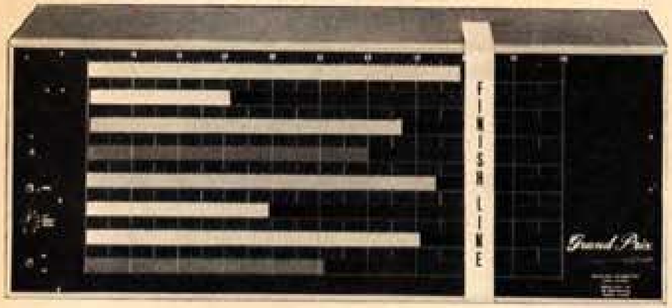


Revell will be tough to beat with this $10 built-up Ford GT-40. A space frame sidewinder chassis provides superb road holding.



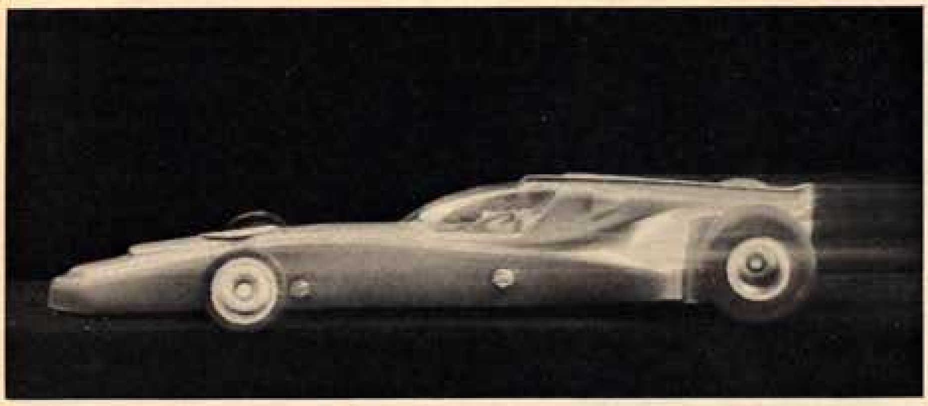
Renwal has a glorious version of the famous Mercedes 300 S.L. Gullwing coupe, for $7.95. This 1/12 scale model looks like a static builder's idea of paradise.

You'll have an easier time of keeping track of your car if you race at a center that features Grand Prix's new lap counter with moving color bands!



Yet another Gar-Vic contender for $11.98 is this 1/24 built-up called the "Coronado R.T.R. sidewinder." Lightweight and aerodynamic!

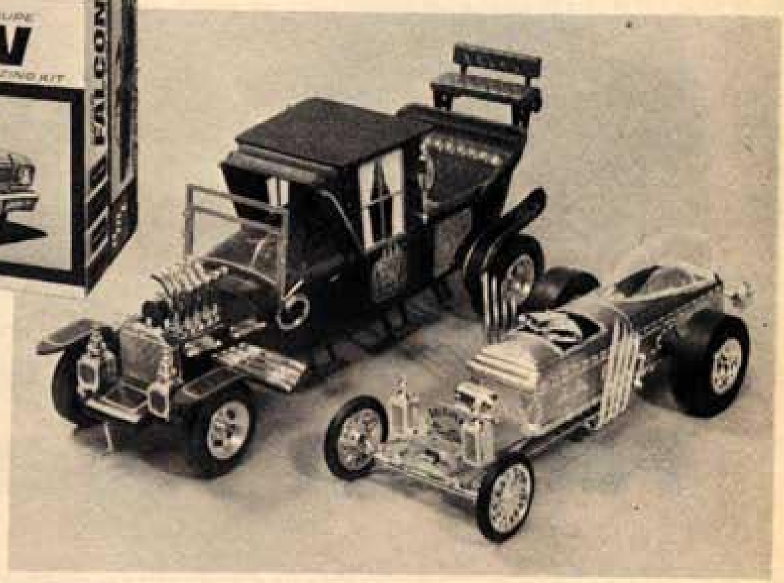




Classic's new "Asp", a ready-to-racer in 1/24 scale, is the most radically different of the '66 cars. With rear mounted drop arm, it has a fantastically low C.G. Comes with 1/32 body and front chassis, plus a packed kit of goodies.

AMT comes on strong this year with a vast variety of super-detailed kits. A Concours winner for $1.50!











PHOTOS BY RAYMOND E. HOY

FERRARI FEVER

READ WITH CAUTION, 'CAUSE THE LANCIA'S CATCHING

By Bob McCalla

When and if you ever have the itch to drift back a few years with your favorite race cars in mind, you might consider Strombecker's new 1/24th scale Ferrari Lancia. This is the side tank Formula 1 car which "had its day" back when our younger generation was considering whether to spend its money for Baseball Cards or a Captain Marvel Magic Decoding Kit.

This is a typical Strombecker kit, one

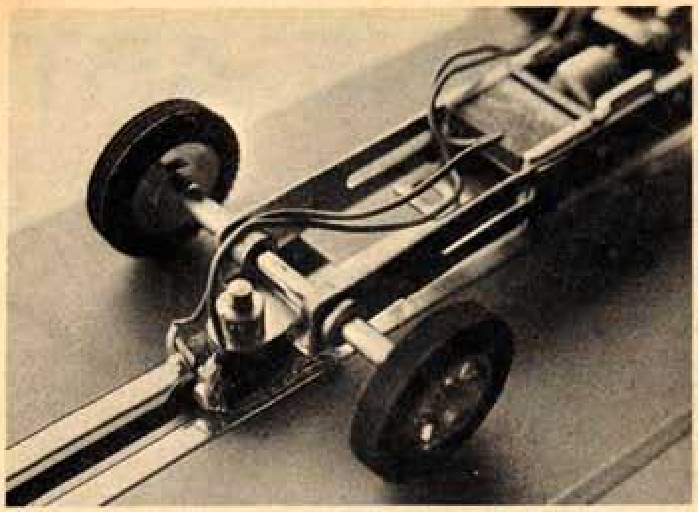
Short, wide and purely functional, the Ferrari-Lancia G. P. may not be the handsomest hauler around, but it moves! Back in '56, it took Juan Manuel Fangio across the finish line for the world's Grand Prix title.

that may be assembled by just about anyone who can follow a few simple but important instructions. The car as it comes in the competition kits, has only one unfortunate feature, that of possibly being a little heavy for the horsepower supplied to the rear wheels. By too heavy, we mean for the speed-happy fan who has the uncontrollable desire to smolder the tires all the way around the track. The car has plenty of power for the individual who exercises a little common sense and admits to himself that if he wants an absolute screamer, he is going to have to build it from scratch; and probably spend about twice as much money as he will for this little dandy, which comes complete with everything, except experience, for the grand total of $6.95 plus tax.

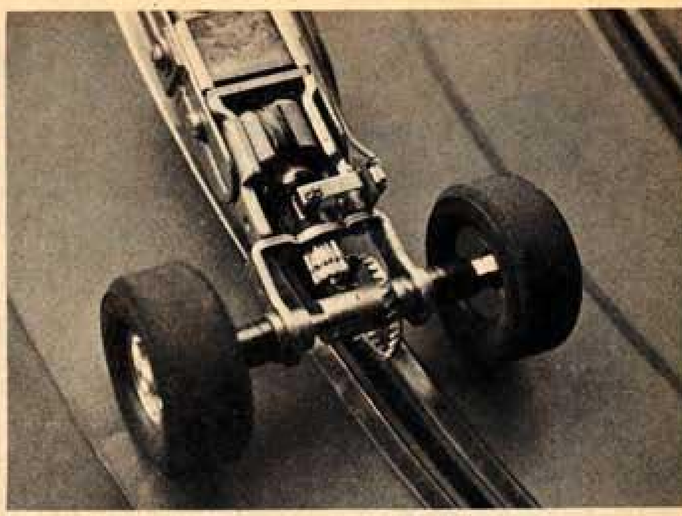
There have been several models of this particular car and this is by far the best buy. Strombecker made a static model of this same car about two years ago and many people converted them over, with the usual amount of problems. But trouble has been eliminated with this kit. There is a new set of rear tires that make as much difference over the old ones as the steam engine did over the horse and buggy. They are much softer and wider and give that ever so desperately needed "bite", with a minimum of slippage.

The construction is reasonably easy. If you follow the instructions provided with the kit you will stay out of trouble and end up with a nice looking and very functional race car. When you arrive at the body construction section, you will notice that it sits rather high off the ground when attached to the frame. This can be lowered by trimming the peg which holds the brass insert, which in turn receives the screw that holds the body and frame together. If you perform this little operation, you must remember that when you cut one thing, you will have to cut something else. In this case, the wheel areas where the axles come through the body must be trimmed out the same amount. The two inside saddles hold the oilite bearings and should be cut very carefully so as not to leave them with a sloppy bearing surface.

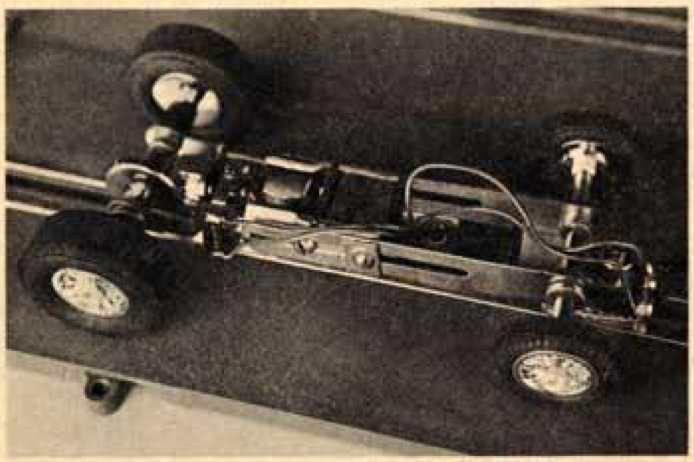
When painting the body, just a can of AMT clear lacquer was used, since the body is already red (this is the stock Ferarri color and needs no color change). The decals should be applied after you have painted the body, as the paint will have a tendency to pull or "orangepeel"



The all-brass chassis goes together easily, thanks to the excellent instruction sheet. Bearings all the way around and a new type guide shoe.



At the rear we find big, soft slicks. The motor is a wilder version of the tried-and-true Scuttler unit.



The frame is extremely simple and easy to adjust. And it provides lightness with toughness, a necessary quality for a Grand Prix machine.



The injection molded body is excellent. The detailing possibilities are almost unlimited. And thanks to the wide weight distribution, it handles like the personification of predictability.

them. If you are fairly good with a paint brush, detailing on this particular model enhances the appearance tremendously and takes away the "kit" look. Any artist shop, paint store or hobby shop usually carries a line of brushes which will apply to your particular situation. In this case, you will need a number 000 Sable hair brush, which may be purchased for around 50¢. Practice with the brush will help in steadying your hand, plus break in the brush. When you finish with the brush each time, wet the bristles with your lips and twist them until you have formed a fine point on the end. The brush will dry this way and thus retain the fine point. Just as a suggestion, a small piece of brass tubing, slipped over the collar on the end of the brush, will eliminate any danger of bending the bristles when you are not using the brush.

You will find that this kit is a big improvement and a lot of fun to run. If you decide to hop it up, that's up to you; but you might get used to running it just the way it comes before you set out to "burn up the track". As is, our's runs pretty good!!

Yeba! The sight of this big side-tank machine brings back the memories. You can almost see Fangio drifting through a corner. Watch it, Juanito, that corner's coming up fast!





THE FINE ART

Another Easy How-To For The Paint Puddlers

Fogging is simply the process of applying one color over another, but not with the intention of entirely covering the first coat! Actually the idea is to try for a "two tone" paint job, but not one that features the two separate colors sharply divided by a clean, sharp line. One color should blend into the other.

Generally speaking, it's far better to fog a dark color over a light one, the result usually being far more satisfactory than if you did it the other way around.

Pick up your old trusty can of Testor's PLA spray enamel, (I'm using their 25-R, Surfite yellow) and put it in the warm water. Shake it once in a while to make sure all the paint gets warmed. When that is done (don't get the water too hot, bubbie, we don't want Surfite yellow all over your kitchen walls!) mist the first coat on, using the same technique you used to apply the primer, making sure you're about 15" or 20" from the model. Let this "tack coat" dry thoroughly and apply the second coat, a bit thicker this time, but not *too* thick. It should take about three coats to cover the primer nicely. No sanding is needed between coats here.

While you are applying the final coat of Surfite yellow, have a can of 17-R Tweedy Pie Purple warming in the old pot. The minute you finish laying on the final coat, and before it dries, pick up the Tweedy-Pie Purple and begin blasting! Rotate the car so you're pointing at the underside with the paint nozzle. All you want is just a mist of the purple to reach up and cling to the lower part of the doors, fenders, etc. By aiming at the bottom of the car enough overspray will hit the side of the car to give you just what you want. Candy colors are the toughest to work with for some reason. Solid colors and Metalflakes come out fine.

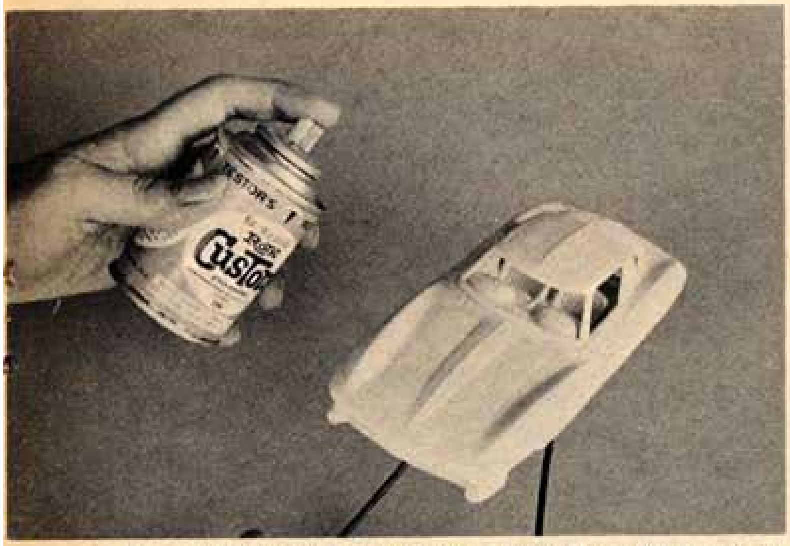
You can also fog the top of the car. Learn to use a paint mask, as shown in the photo. It gives you quite a bit of control over the spray from your paint can. Fog a fairly narrow band down the center of the hood, top and trunk.

That's really all there is to it. If you ever get a chance to try this with an airbrush, at least you'll know the basics of the game. Above all, experiment every time you get a chance. You can come up with some really fantastic patterns and color combinations. A coat of Chip Guard will protect your finished model from grubby little hands.



OF FOGGING

By DICK HELM



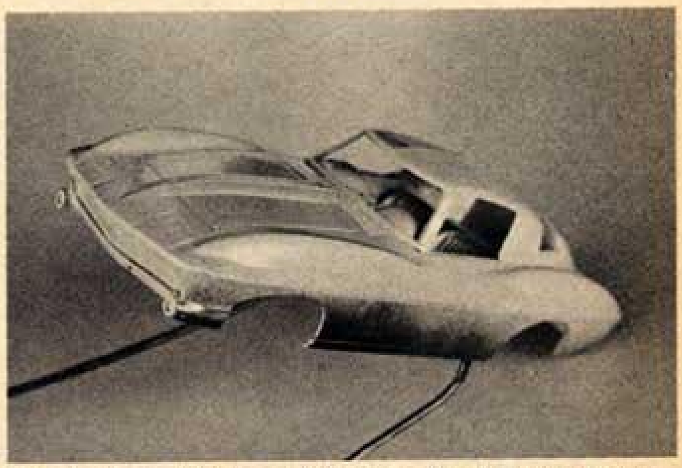
Use our old faithful coat hanger to hold the model. Spray on the primer, sanding with #600 wet or dry paper between coats.



After the final sanding of the primer, apply the Surfite yellow. Don't get closer than 12 inches.



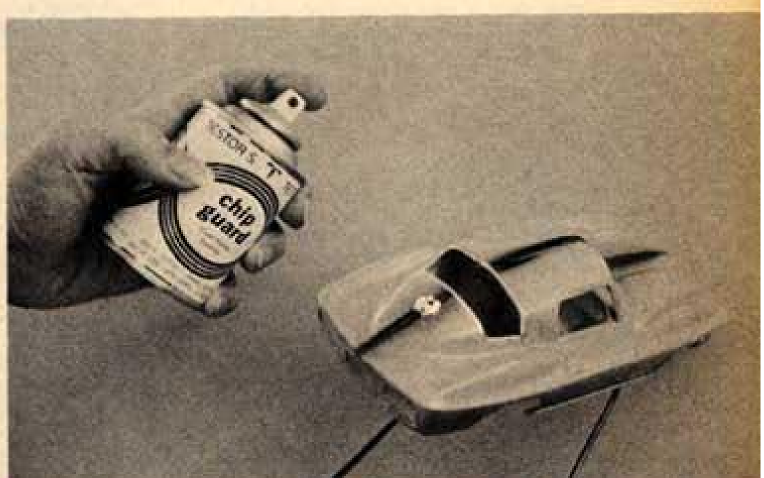
Before the final coat of yellow dries, fog the first bit of Tweedy Pie Purple on to the side, by aiming at the bottom of the car. Overspray will put it on the side.



There's the fog job along the bottom edge of the car. Looks neat, wot?



Use a piece of cardboard for a mask. Spray through this hole onto the roof, trunk, and hood below. Hold the cardboard close.



After the paint dries, apply a thin coat of Chip Guard to keep your model free from greasy fingerprints.



MCS: MODEL OF THE MONTH CONTEST



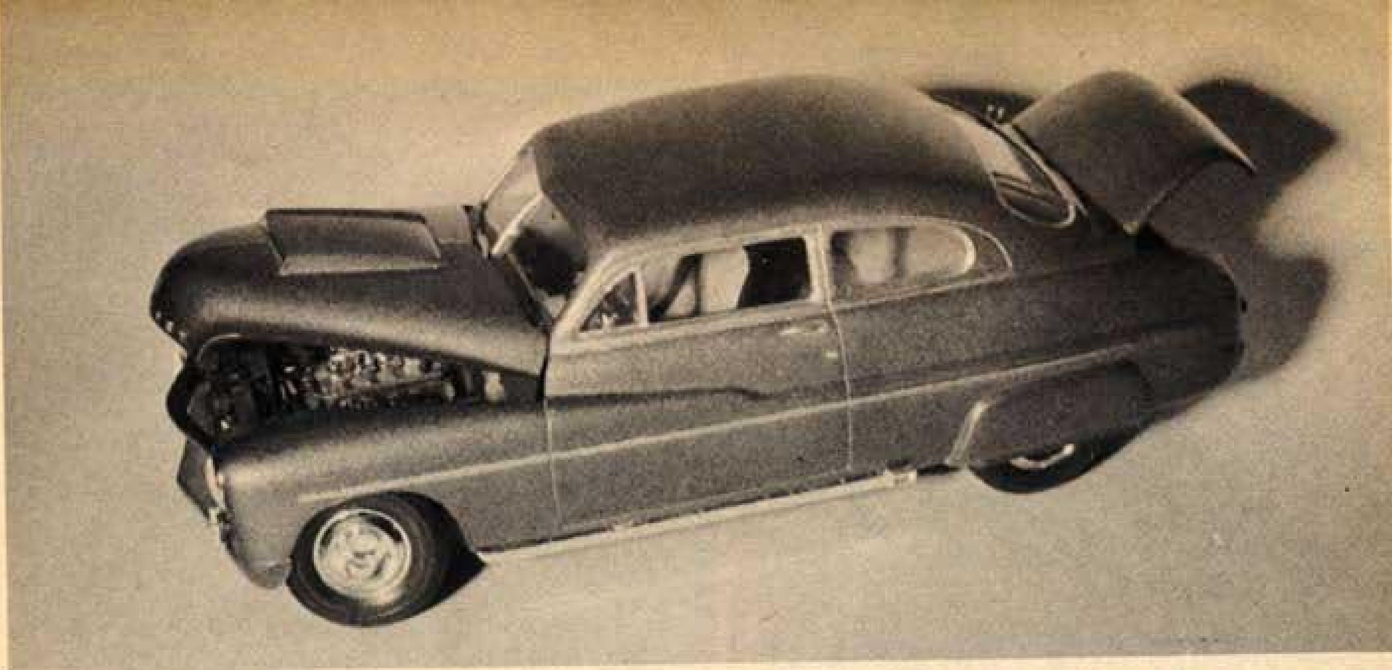


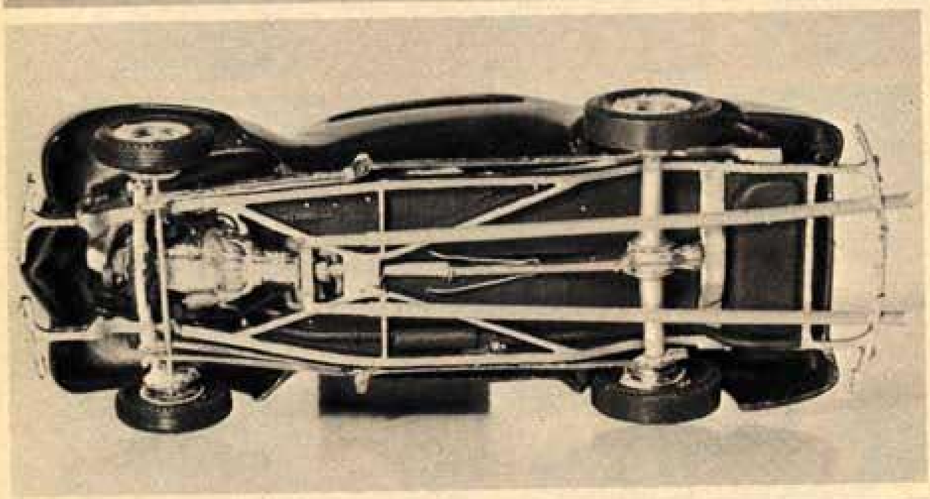
THE WINNAH . . . Robert M. Tadayesky, 7th & Northhampton Sts., Beth. Annex, Bethlehem, Pa., whose '65 Dodge Coronet is about as ready for the stripes as Bob could make it. For power it features a '65 Hemi-head equipped with Hilborn injectors, Cragar manifold, GMC 6-71 blower and a Super 550 Le Gerra Cam.



For rubber, Bob used Firestones on the rear and Pirelli tires up front. Rear wells have been cut, rear pan moulded; interior features single bucket, seat belts, roll bar and full upholstery.

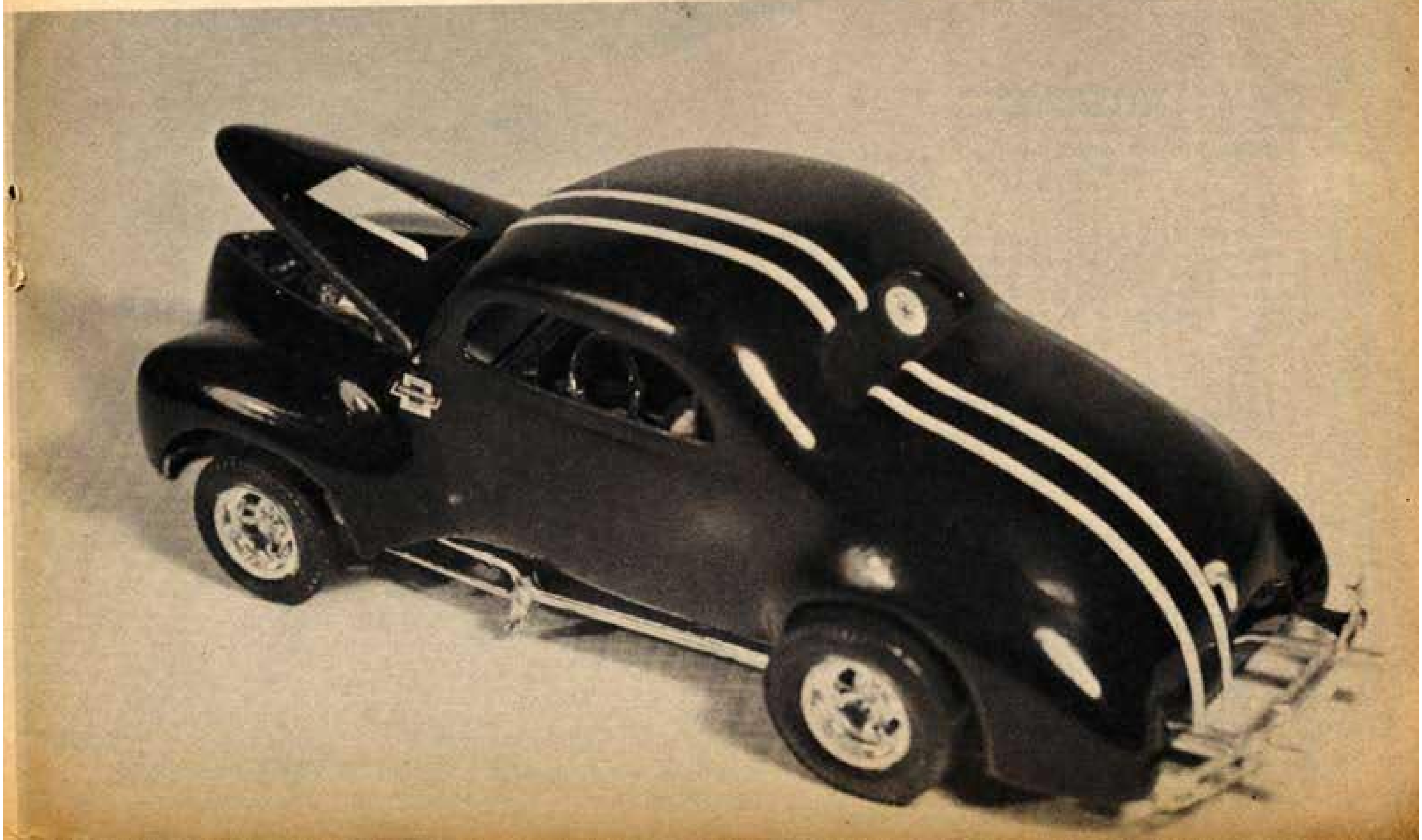
Functional features of Bob's A-F/X'er include an obviously tilting front end, opening doors and trunk, working lights all around, operating steering and workable gas cap on the Moon tank.



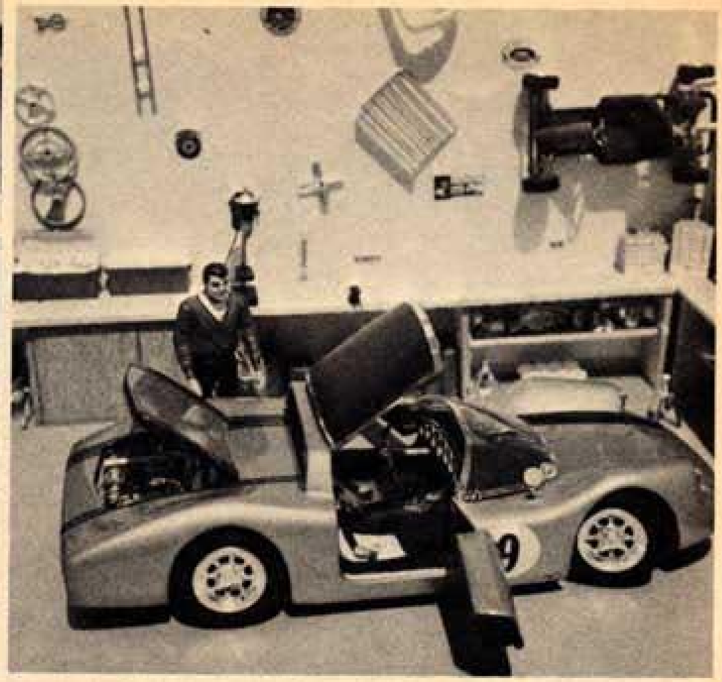


Metallic Peacock, with Sapphire corduroy inside, is one way of dressing up a '49 Merc. It comes from Todd Kresheck, Two Rivers, Iowa. The hood scoop came from AMT's '63 Impala, as did the taillights.

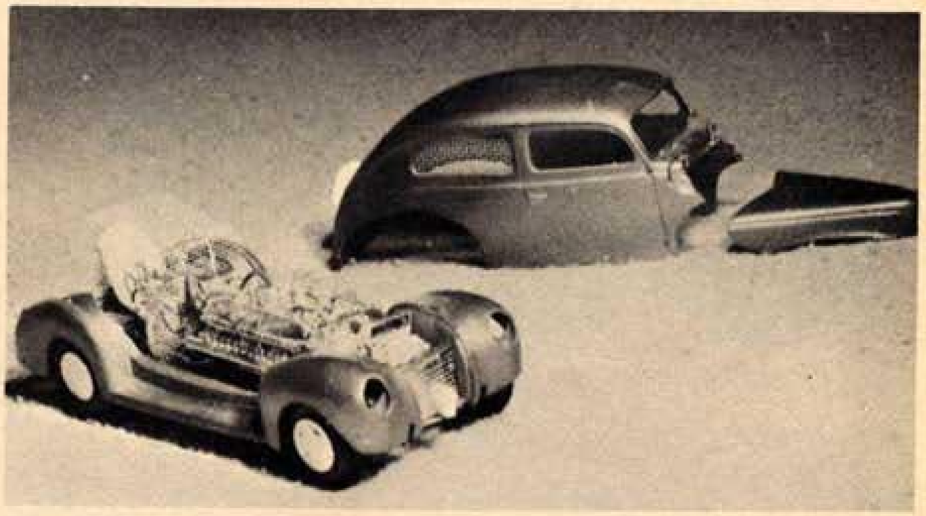
This '40 Ford from Steve Atwell, St. Charles, Missouri, is designed to move in a hurry. Chassis features '25 Ford axles with radius rods between. Exhaust system is hand made from copper and aluminum tubing.



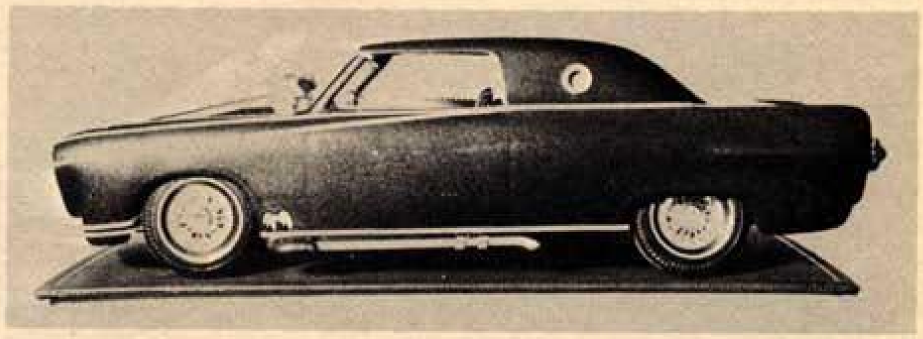




She's a '62 Corvette, though you wouldn't know it. Dennis Doty, Opa-locka, Florida, changed the face by adding '29 Ford front fenders and a '57 Ford front end on the rear.

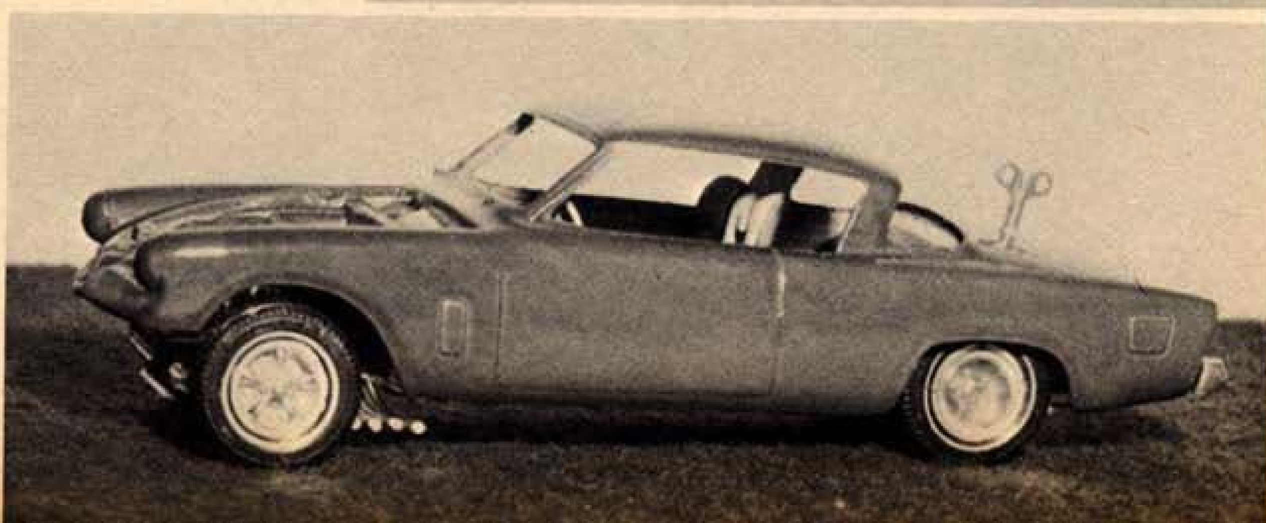


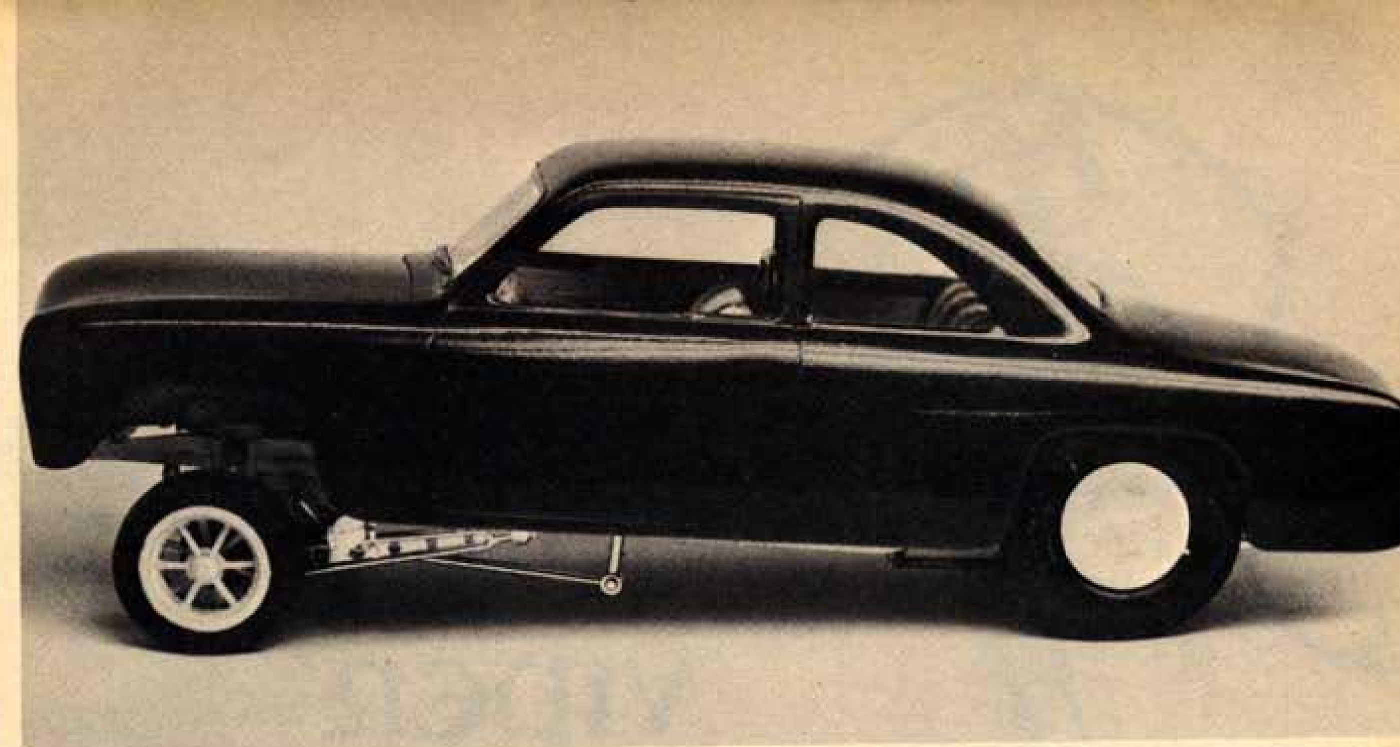
This "Rebel Forty" from Bob Deter, Woodbridge, N.J., was based on AMT's Ford Tudor. Engine is an all chrome Allison, with screened safety cage.



Montreal's John Archambault updated his '50 Ford with chopped roof and custom fins. For power, there's a '63 sideblown Buick, with fully wired Offenhauser covers.

Remember the '53 Studebaker? Here's a power version from Steve Matowitz, of Taunton, Mass. Don't get the wrong idea from the key in back; there's a fully wired "Undertaker" drag mill up front.





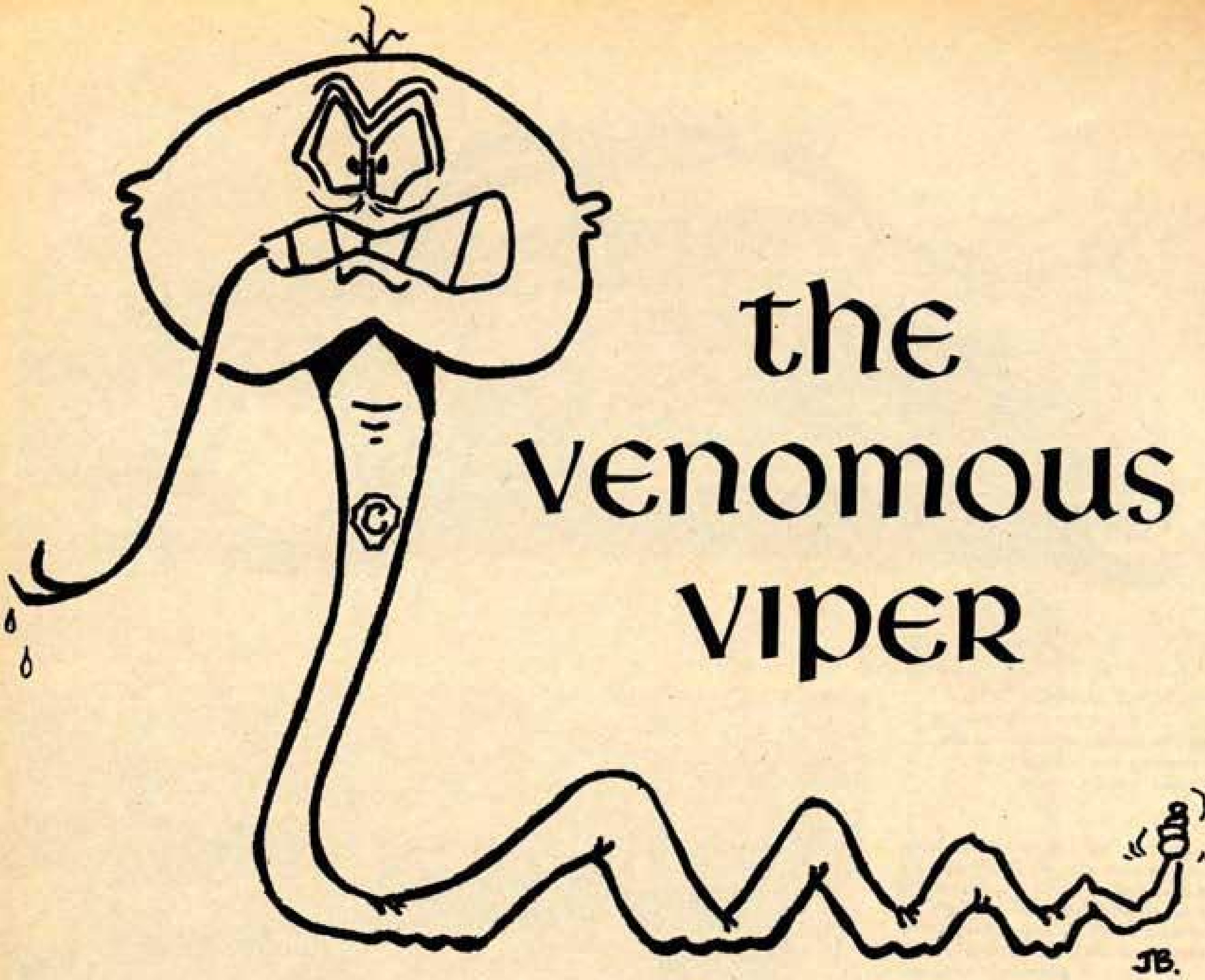
Chris Geiger, North Merrick, N.Y., sanitized his '49 Ford by dechroming it, rounding the hood, sectioning the body and opening the wheel wells. Finish is a solid kandy red.

Don't you know a '63 Chrysler hardtop-300 when you see it? It's from Ed Raum, of Renton, Wash., who lowered (!) it on the botom and added Cad fins on top and rear. Top was chopped, bumpers replaced with nerfs and a wild touch given all around.



Here's another of the wild Cruisers from Sheldon Cousins, of Toledo, Ohio. In case you're wondering, it's a '63 Tempest, with a '65 Corvette front end. The custom lucas lights were lifted from AMT's '65 Chevelle wagon.





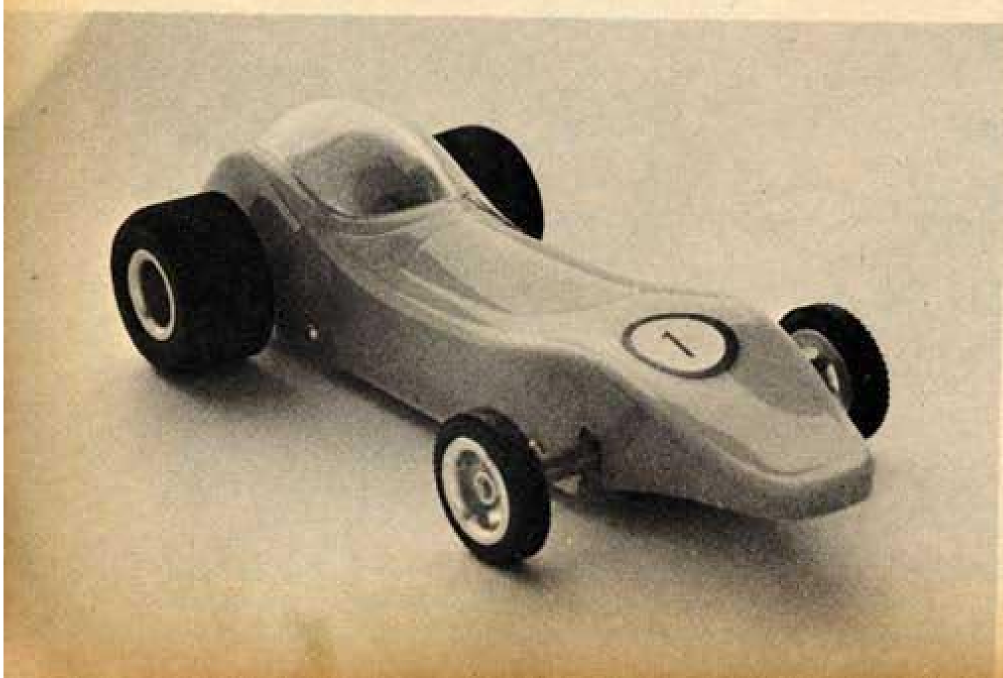
the venomous viper

A READY-TO-RACER THAT STINGS THE COMPETITION

By Chris Chan

Classic Industries, operating out of Los Angeles, has long been known as the producer of the Manta Rays, one of the highest rated and most imitated of the ready-to-race slot racers ever manufactured. Well, it seems the advanced thinking people weren't satisfied with having just one of the many ready-to-runs now marketed, so they went to work on a complete line of slot car parts and knocked out a pair of new cars to boot!

The first of the new Classic offerings is their bright yellow Viper, a 1:24 scale built-up car selling for $11.95. Underneath the sleek, aerodynamic shell is a totally new, lightweight, aluminum chassis. A new idea in handling has been built into the frame by Classic, instead of regular 1/8" holes for the front axle, there are oblong holes so the axle can "float" over bumps and dips in track surface. Also included in the chassis, which can be purchased separately for $2.49, are Classic's own precision bearings for the rear axle and a weighted pick-up collar. Power for the new Viper comes from the CM 360 eight volt motor which puts out speed to spare. The motor, finished in typical Classic orange, is a large, can-type, and can be had separately for $4.00. Getting the power to the ground are a set of smooth-meshing, all brass gears.



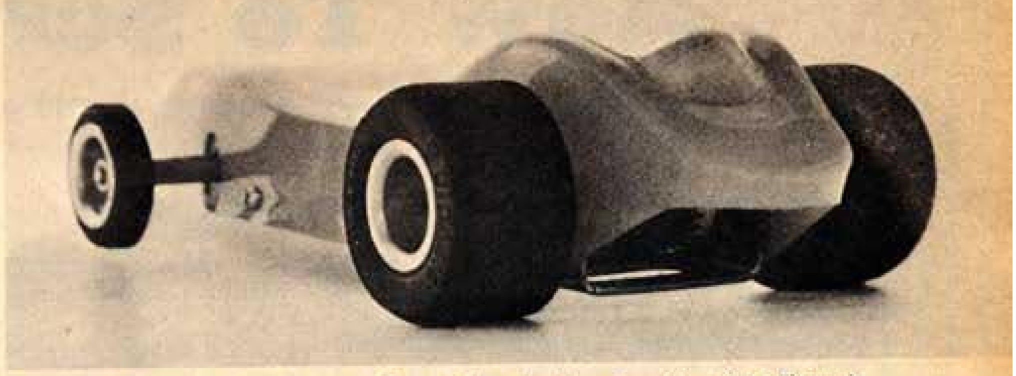
Joining Classic's Manta Ray as one of the best of the ready-to-race breed is the aero-dynamically styled Viper, a real 1/24 scale Stinger. Under that futuristic shell there's a totally new chassis that makes for honestly great handling.

The 3-to-1 gear ratio seems to work out quite well. We wanted to save the best till last, so here it is. The Viper comes with Classic Sanded Jumbo Slicks, pre-trimmed to grip on any track surface. If these tires don't work on your track, then there's something wrong with the track.

When you buy your Viper you'll also find a spare Cheetah unpainted clear plastic body and a mounting bracket for any shell. Look for the Viper's white and blue box with VIPER written in big orange letters on it. By the way, Classic also has a new Manta Ray out for you sidewinder fans. Better gears and a CM 360 eight volter step up the performance nicely. And there are rumors of a totally new car, shaped like a dagger and sporting a center of gravity that is just barely off the ground. It's modeled in 1:24 scale and goes by the name "Asp", which means more poison for the competition. It's worth waiting for.

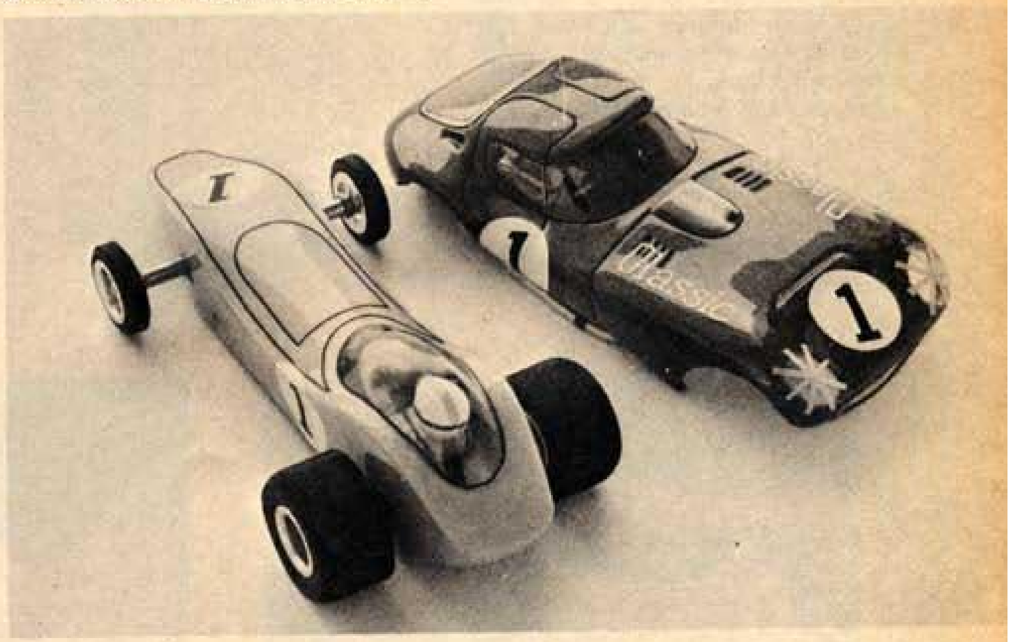
To see how the cars performed right out of the box we checked them out on the dynamometer. Well, the results were nothing short of pure satisfaction! The Viper roared right up to 50 feet per second with almost no amperes pulled! To back this the revitalized Manta Ray came on at 60 feet per second, right out of the box!

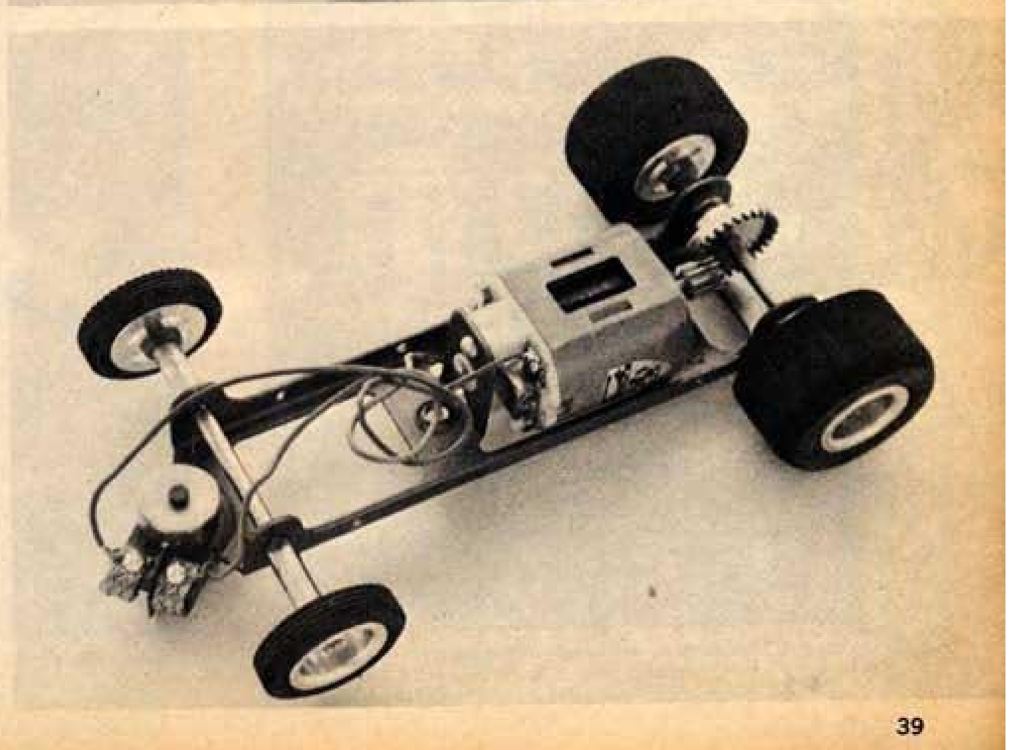
Impressed so far, we packed a hand control and the two Classics into our kit and took off for the local raceway. Once out on the track the Viper quickly sorted itself out and began to give the local hot-shots and their scratch-builts a hard time. The floating front end and the new soft rear slicks really did the job in the turns and the CM 360 got that Viper down the straights like it was shot out of cannon. It wasn't long before it could honestly beat any car on the track. Although the boss gave us orders to keep the car in one piece for photos we let a complete novice out on the track with the car just to see what he could do with it. The Viper was so responsive and handled so well that he never spun it out once, but stayed with and *beat* some embarrassed old pros. Now that's ready-to-race performance! We've no doubt as to what will be his first car, and if you're tired of the loser's role why not try Classic's new reptilian stinger and give the competition a dose of venom?



It's what's in the rear that counts. One of the winningest points of the Viper is the load of rubber on the back end. And they come expertly pre-trued.

You say the Viper body lines are a little too advanced for your tastes? Well just in case you're a hard-nosed purest, Classic's added a vacuum formed Cheetah body that you can play around with.





To let its big, orange can really roar, Classic has kept the Viper's chassis weight to a bare bones minimum. Give it some juice and cut it loose, and the torque tears into the monster slicks.

How To Scratch

WHEN YOU HAVE AN ITCH FOR SOMETHING DIFFERENT, THERE'S ONLY ONE THING TO DO

By DICK HELM

The term "scratch built" has been tossed around with such familiarity recently, that you would swear just about everyone you encounter has actually *done* some scratch building! Not so! In fact, not only have most enthusiasts not actually *built* cars from scratch, a lot of them don't even know what it means!

My definition of "scratch building" would be "A car built entirely from odds and ends that are procured from every conceivable source." It wouldn't matter to me if the part I decided to use came from a Stanley Steamer or a World War I Spad. If it suited the purpose for which I wanted it, I'd use it.

I've seen kids who thought they were "scratch building" when they put a $5.95 kit together! Nothing could be further from the truth!

I doubt very much if there is nearly the activity in scratch building today, as there has been in the past. The reason for this, of course, is obvious. Until recently, if you wanted a part for a slot car, you had to *build* it! Now you can go into almost any slot racing center and *buy* it, and pretty inexpensively too!

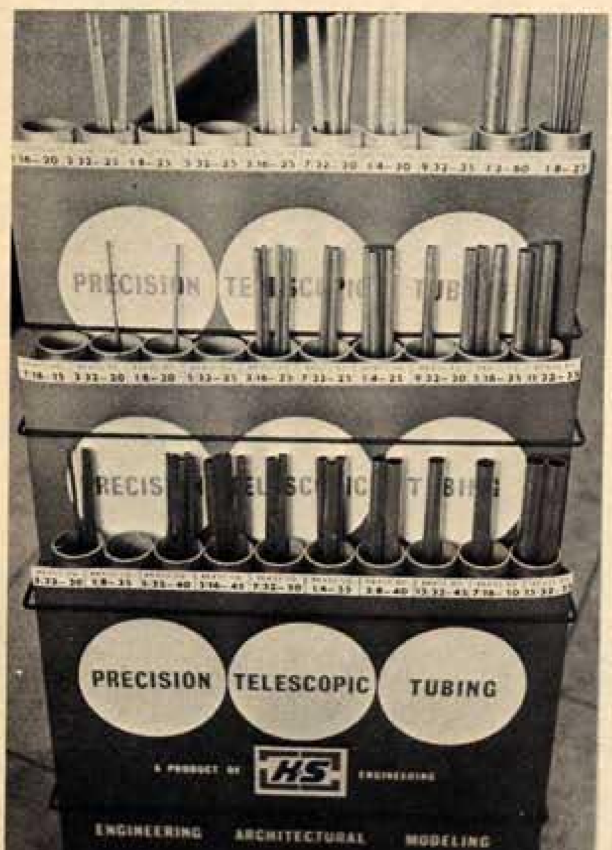


Bending tubing has always been a problem. K&S found a way to lick it, and very inexpensively too!

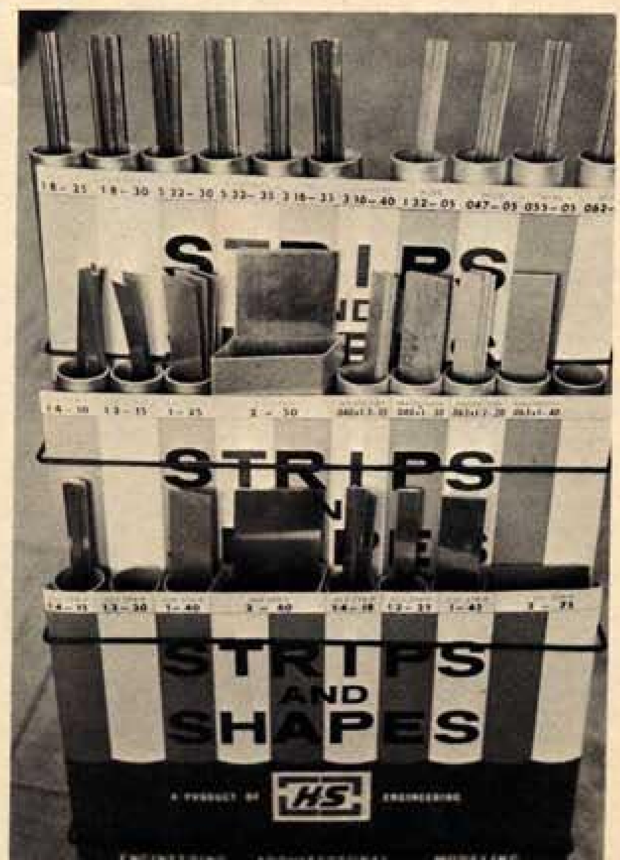
When slot racing first started, parts were "scrounged" from motorized model cars (not slot cars) and "made do". These primitive motors put out very little power, of course, so the wheels and even the rubber tires from these old motorized cars could be safely used. A modern slot car motor would completely disintegrate these old "weak sisters".

If you wanted a slot racing chassis in the "old days", you had to hand build it. That's where the term "scratch building" came from. It means, literally, to build it from scratch, or in other words, from "nothing".

Today, with manufacturers providing more and more beautiful items, the *need* to scratch build becomes less and less. Why spend hours tediously hand building an item that can be bought across the



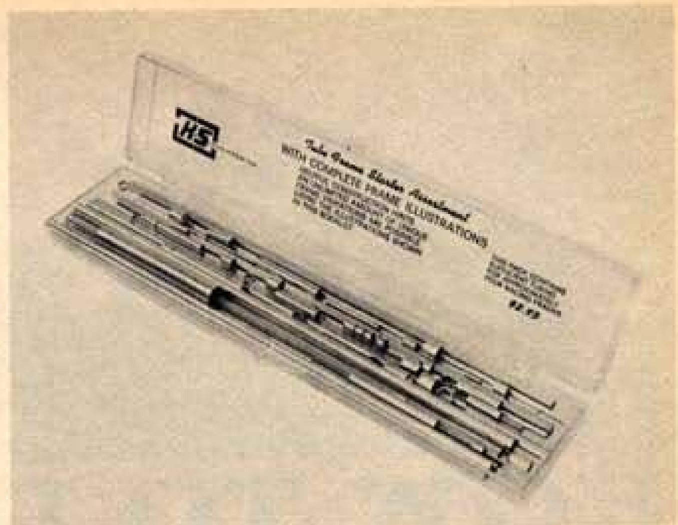
The days of making your own parts are a thing of the past. Check this wild selection of telescopic tubing!



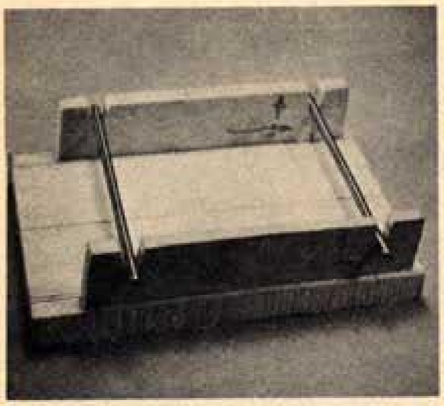
Need channel pieces for a frame? How about a few pieces of brass plate? No? Magnesium? It's all here!



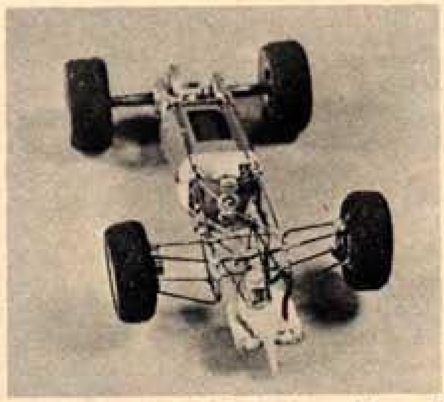
You can get small chassis parts in an infinite variety! Just put the odds and ends together and solder.



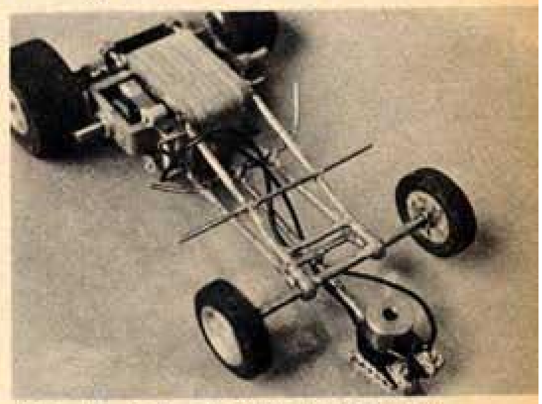
Here's a great way to get started in scratch building. Enough material to build four racing frames. Price? $2.95.



You don't have to buy special equipment, however. Here's a home made jig for chassis building that costs nothing.



This scratch built chassis is an advanced project, perhaps, but indicative of what you can do.



This sidewinder chassis is ready for the final steps in scratch building-filing the solder joints smooth.

counter for just a small slice of green.

There are other things to consider, of course, besides *needs*. Like man, it's *fun* to scratch build! You san build something that no one else has! A "one off" car, for instance, that you won't see five or six times a day at the local slot racing parlor.

Scratch building is inexpensive, simply because most of the parts are, as I said before, "scrounged". This usually means that you are getting something no one else wants, and the price is usually "right" on these items.

Several companies make items specifically for the scratch builder, however. It really simplifies the problem. Dynamic Models, Inc., and Kemtron, for instance, make a complete line of scratch building components, such as "T" fittings, etc. Aristo-Craft has a comprehensive line of these items also. Perfect and K&S offer a wide range of tubing.

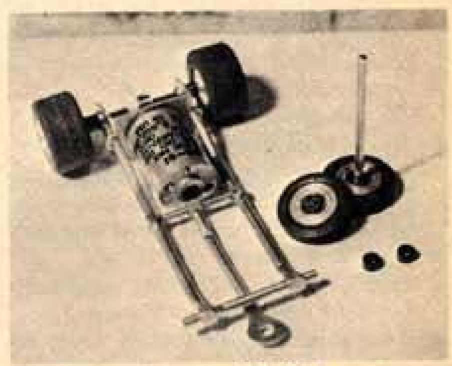
The favorite object of the scratch builder's attention is usually the "space frame". A truly lightweight frame can be produced with a few pieces of tubing, some "T" fittings, and a bit of solder, and very cheaply too!

Parts can be found in the oddest places, and from a really wide variety of materials. Gene Wallingford, for instance, has found that the head of a common household pin, with a drop of solder added and filed to shape, makes an excellent hinge for a hood or door. Price? Nothing, really.

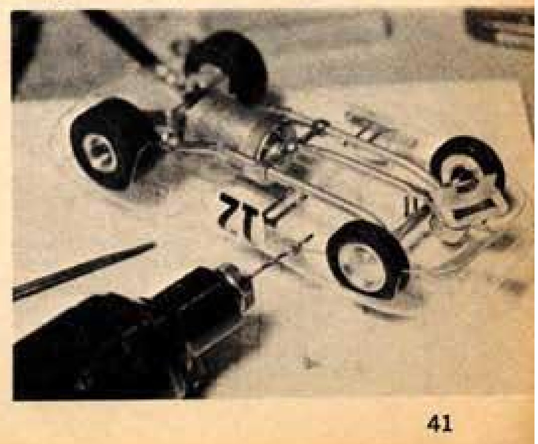
Scratch building requires more ingenuity than money. You must be able to "see" what a particular item, in use now as a household pin, for instance, could be transformed into. It takes imagination.

Why not give scratch building a try? Your first effort may wind up as a horrible failure. If you're like most people who attempt this fascinating pastime, however, you'll become even more determined. Your second attempt will probably be far more "professional" than the first!

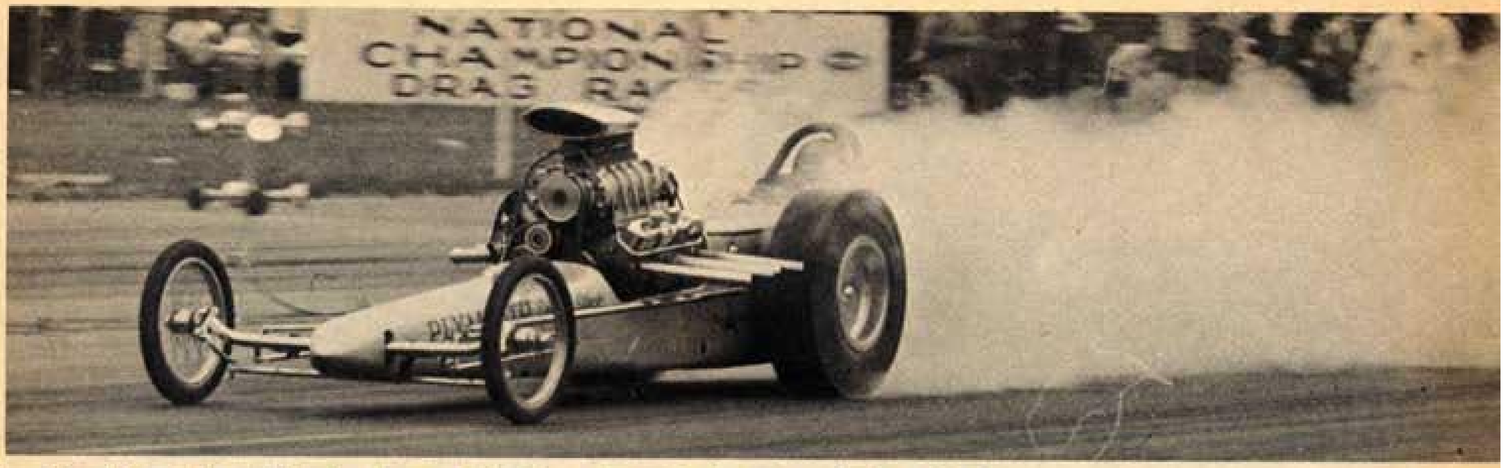
Beware! It's a strange new world you are about to enter. It could very easily turn you into a mumbling, withdrawn introvert. Who needs the outside world, when you have SCRATCH BUILDING!



This muscular scratch built frame houses the mighty Globe motor. Your imagination is the limiting factor.



Note how the special body mount is attached to the frame. When you "scratch" you can own a truly "one-off" machine!



HOW TO DRAG

BY GEORGE SIPOSS

A BASIC TRAINER IN THE WILD SCIENCE OF "DRAGSTER-OLOGY"

Drag racing is a *very* popular hobby. And that's putting it mildly. In the slot-world it's the simplest form of racing since no turns have to be negotiated and driving ability doesn't play a role. However, it would be a mistake to think that building and running a dragster is simple. The competition is very keen and consequently the tricks of the trade are jealously guarded. In many cases, only fractured seconds separate the winners from the weepers. Acquiring the necessary know-how is a slow tedious process and it is fast becoming a complicated science. We call it "Dragster-ology".

Most involved subjects can best be learned in small stages. And so it is with dragsters. It is better to start with a relatively simple frame and learn to tune it before graduating to the temperamental high-priced monsters.

My old friend "Ten-Thumbs" asked me to help him get started in dragsters. One Saturday afternoon we walked down to the neighborhood hobby shop and invested a few dollars in a magnesium frame chassis made by Model Die Casting Co.

Arriving home, the Witless Wonder was eager to start the project. But I succeeded in getting him to lay out all the parts on his kitchen table and to have a look at the instructions. The pictures on the assembly sheet told him the story and it wasn't long before we had all the parts fastened together. Before installing the motor, we ran it at half voltage (connected to a 6 volt battery) so that the brushes would be well seated. Meanwhile, we checked out the running components by putting the chassis on the floor and letting it roll. It tended to veer to one side. After careful measurements we found that the axles were closer to each other on one side of the car than on the other. Uneven wheelbases would make the car run slow (because the pickup would always drag against the side of the slot) and so a few minutes were spent in correcting this first mistake. The tires were kneaded by hand until they sat on the wheels squarely and when rotated by hand did not seem to wobble.

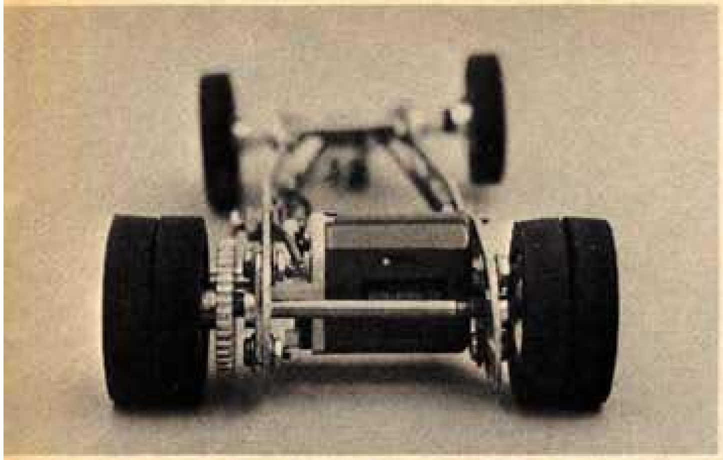
At this time the motor was installed and gear mesh adjusted. When 12 volts were applied to the pickup braids, the motor whined happily and the rear wheels turned without vibration. When all components seemed to be in perfect order, we returned to the hobby shop to try our luck at the dragstrip.

The first few runs were fairly successful and we approached the 2.5 second mark several times. However, coming out of the chute we noticed that the car fishtailed excessively, cutting down on acceleration. I pulled out two wheels and tires from my toolbox and fitted them on the rear axle. We now had twice the rubber area in contact with the track and the results were most gratifying. The car picked up speed and went down the strip without a hitch. But when we tried 24 volts the old wheelspin returned. "More rubber needed" said I and we went home to work on the car a little more.

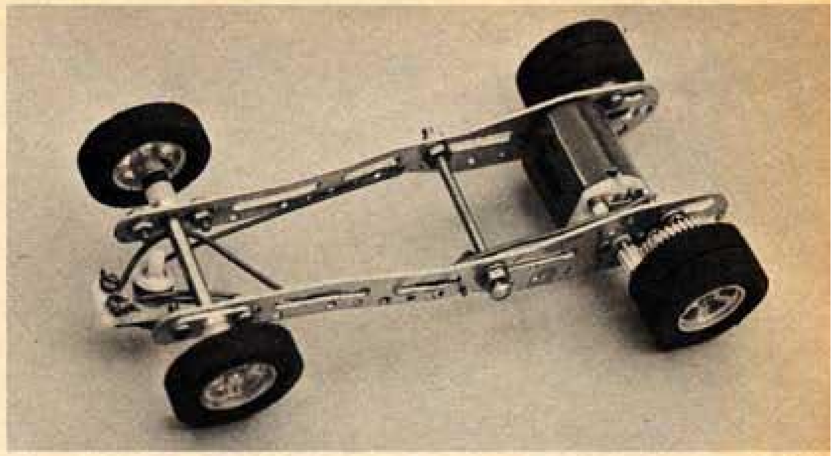
Using a small file, we enlarged the slots in the chassis so that the rear axle could be shifted back about 1/8-inch farther. From a scrap piece of brass we fashioned a simple bracket to support a freely spinning idler gear. This idler gear was positioned so that it was exactly between the motor pinion and the driven gear on the rear axle. When the rear axle was replaced, we put an additional wheel and tire on it so that there were



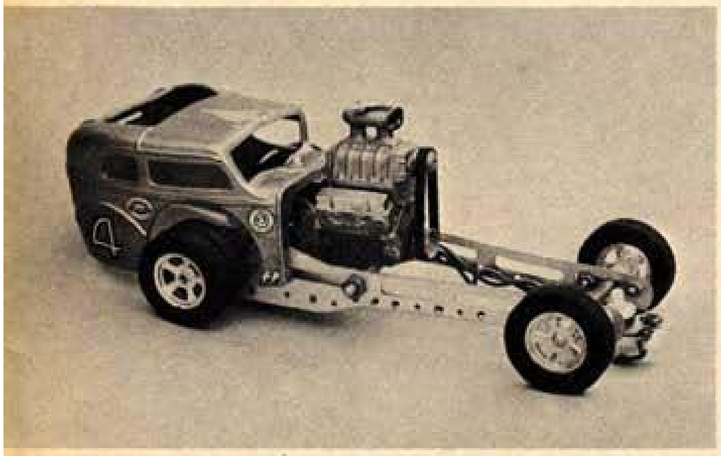
Dragging can be an expensive sport; it can cost more money just to go in a straight line, than to tear around a track. But once you've tried it, it's hard to kick the habit. And a good, medium priced kit to get you going can be had from MDC. Let's see what we can do with it.



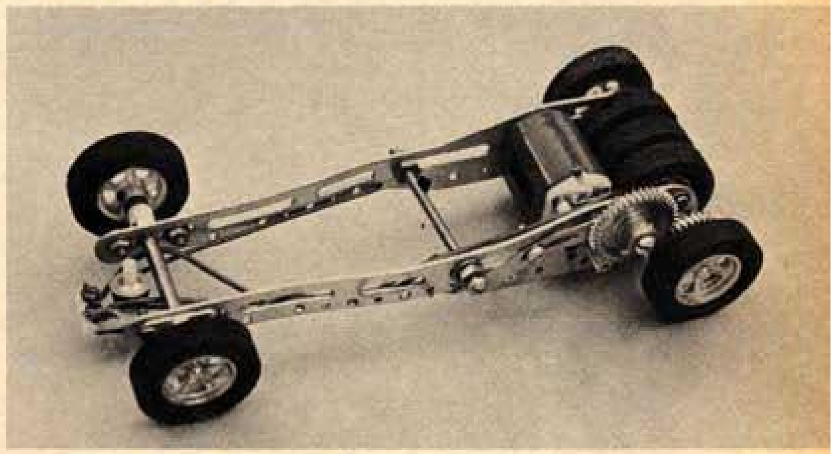
To start with, we added two more tires for extra traction. Now don't blow a fuse just because the tires need truing. We saw it too and went after the edges with sandpaper flying.



The completed MDC chassis is simple, solid and easy to work with. And it handles pretty well for both beginners and old pros. You'll please notice that the tires look a little better.



As most drag shops rightly require that your little powerplant come sporting a body, we lifted one from a Monogram static kit. And for extra class, we added the plastic engine too. Now it's off the workbench and on to the line.

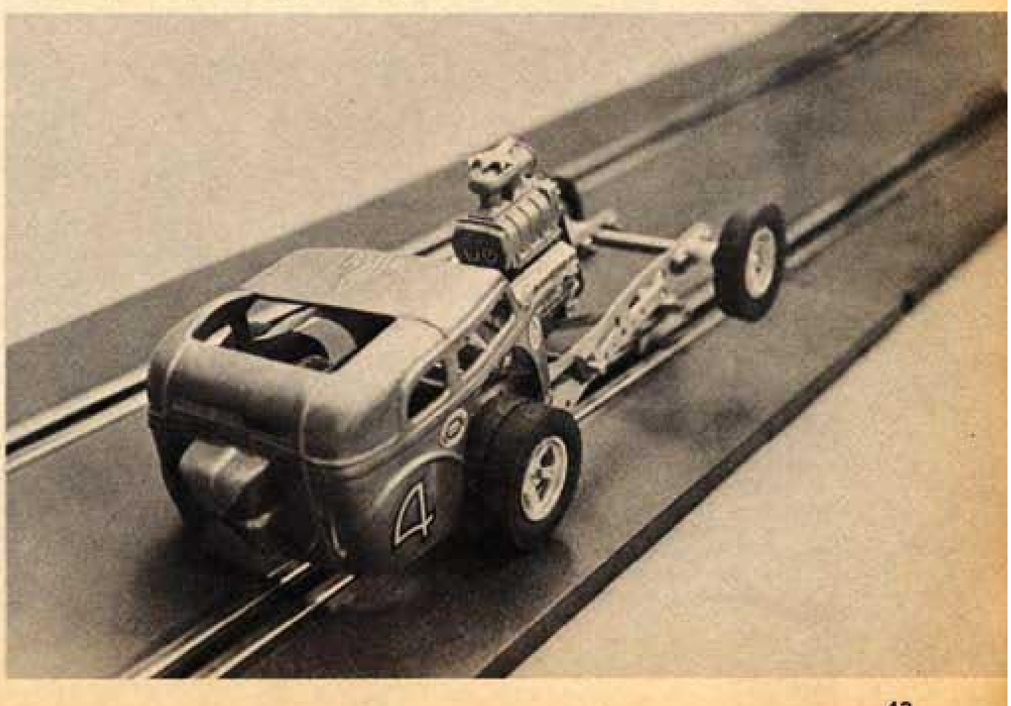


As we shot down the slot a few times, we decided on a little experimentation and added a fifth tire to the rear, shifting the axle back about 1/8th of an inch.

three wheels *between* the chassis members, and two on the outside in the conventional position. Since the idler gear reversed the rotation of the rear axle, we had to reverse the wires of the pickup so that the car could be run on the commercial dragstrip. In order to make the car look completely authentic, we mounted a shelf model. Monogram dragster body on it. When viewed from the outside, the middle three wheels were completely invisible. Man, talk about cheater slicks . . . those five tires really dug in and the car was the sensation of the local track that day.

When I saw him last, my friend was fooling around with the drop pickup so that he could get better electrical contact while the dragster popped "wheelies" left and right . . . But that's another story . . . I'll tell you about it in the next lesson in "dragster-ology".

It's pop-goes-the-wheelie-time! The five tires dug into the deck like they were going down for a deep-six. Oh, how sweet it was.





Where do the new custom buggies come from? Beats me! And the cat who knows all the answers isn't giving away any secrets. Big Uncle George Barris, the uncrowned King of the Kustomizers, does admit, however, that having a wild imagination doesn't hurt any.

THE '66 CUSTOMS
AND HOW THEY GOT THAT WAY

BY MARSHALL NEALAND

If you know anything about the wild and wooly world of American automotive design, you know that car styles change. And pretty regularly too. Let just 365 days ride by, and what was once the big rage suddenly becomes "last year's model." It's a seasonal phenomenon, like the annual flood of new shows on the old boob-tube. And it can be financially upsetting; each time the Frank Lloyd Wrights of Detroit unveil their annual masterpieces, my poor old gas-gulping bucket (co-owned by the Friendly Saber-Tooth Loan Co.) takes a wicked dip in value.

However, while we purists may grind our gums in dismay at the never ending cycle of annual change, there are several obvious redeeming aspects to this generally questionable situation. First of which is that the greater mass of the American populace literally flip for "new" cars. Take last year's icky grille, turn it upside down and call it "a startling new front end treatment," and the buying public goes into sheer hysterics of phantasmic delight. Why? Well, most probably because it's all just a great big colorful spectacle. Like the old time circus rolling into town. And the enthusiasm, if anything, is down right infectious. And to be real straight-arrow with you, even I get that funny little twitch in the stomach when the leaves



Long months of anticipatory planning are spent by Big Uncle and the Barris Boys feeling out the popular styling trends. Then it's back to Hollywood and the drawing boards. When Detroit unveils the new cars, G.B. is already off and running.

start falling and I know that the new cars are on their way.

No matter how hard we may try to fight the feeling, there's something uncommonly exciting about the whole business. Maybe it's some sort of vestigial leftover of our early pioneer days; we're ever on the search for the new and the different. And when you combine this frontiersman-type drive with our national devotion for the automobile (we're easily the most car-conscious country in the world) no wonder we go into a collective fit of greater expectations each year.

What's really weird about this annual unveiling is that often the "new" cars aren't new enough. We occasionally experience the vague sense of uneasiness that hints that maybe we've been cheated. So what if last year's model was the greatest thing on wheels. JUST WHO DO THOSE DETROIT CATS THINK THEY'RE FOOLIN', TRYIN' TO PALM OFF SUMPIN' THAT AIN'T EVEN DIFFERENT!!!

Well, like those bugle-blowing troopers that come roaring into the last five minutes of every John Wayne movie to chase poor old Chief Empty Pockets back onto the reservation, there's a special breed of car buff that never fails to save the day. They're the Kings of the Kustom Road, flying a proud Lemon-Lime - Kandy - Kumquat - Monza - Metalflake - Colored banner. With vixen files and welding rods at the ready, they tear into the yearly flock of not-so-new birds, replacing mass production dullness with a personal custom touch. And the public loves 'em.

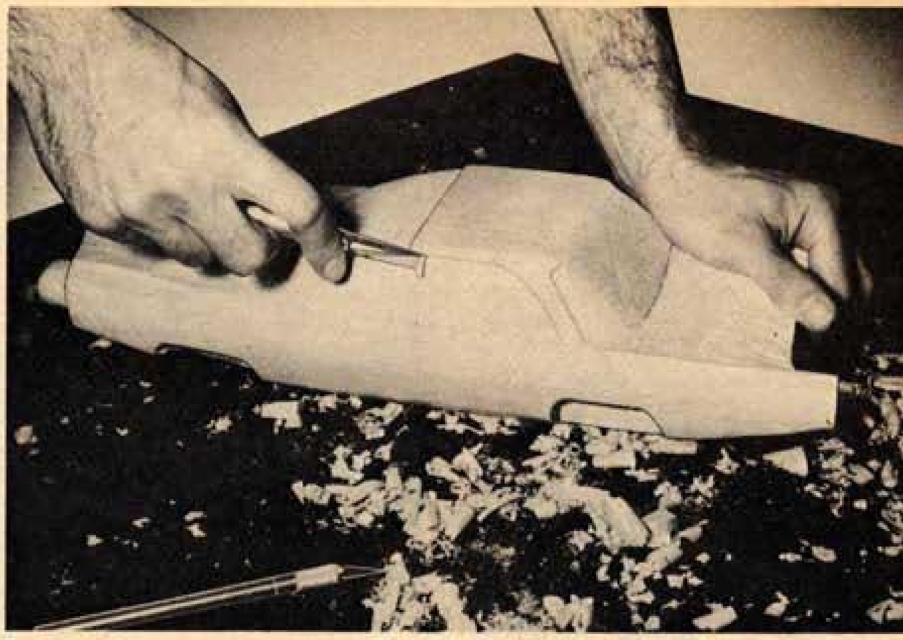
As a hearty slice of the annual Detroit-run circus, professional car customizing has become big business. And as big business, it's become a pretty serious affair. If you just think about it for a minute, you'll see how competitive the custom action has become. Of the literally thousands of reworked custom machines turned out each year, only a handful get a second glance from the money-men in the East. And even fewer get the nod from the model makers. A handful of trophies from the custom show circuit is great; but to have your custom-streamlined-baby make it big ir 1/25 scale is nothing but pure heaven. But how to make it from a size to kit version is a tough road to roll.







AMT's '66 T-Bird started on the glory road as a stock '65. Then it was rolled into the back room at Barris Kustom City for a facelift. Rather than change the classic contours, G.B. used the Barris Touch to improve and highlight them.



In producing the kit version, a clay and later a wood model is worked up. To keep the retooling costs within reason, the model mustn't involve drastic changes to the stock body lines of the original full-size car.

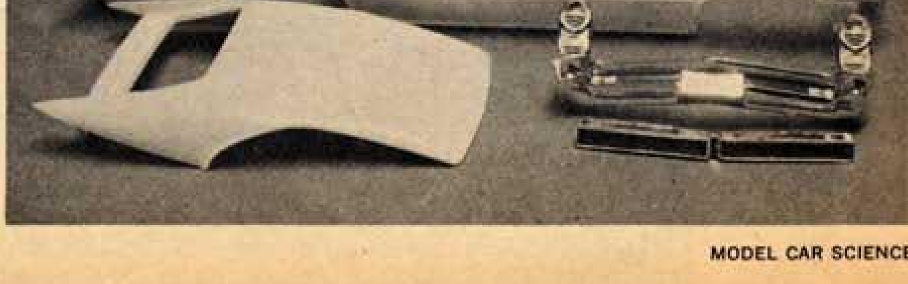
Not ever custom machine is adaptable to the model world. And most modelers wonder why. The primary reason behind the selective tastes of the model manufacturers is basically financial. While the full-size show car might run up to $18,000 to produce, the kit version can easily cost $45,000 for the first model off the production line. And that, to put it colloquially, is a lot of coin. Therefore, a sort-of-science has been developed by the sharper customizers. The name of the game is "stay within the general stock body line." And here's how the game is played, and how the '66 Customs came to be.

As soon as the new Detroit models are released, the customizers get to work. Actually, they've usually been hard at it for some months, feeling out the styling trends. The first step in the production is a stock plastic model. The customizers then carefully work out body changes that are appealing, yet not drastically involved. The object, from the model manufacturer's point of view, is to be able to use the stamping dies from the stock model. The result, when it hits the local hobby shops, is a kit that offers the model builders two cars for the price of one.

There are also the special "one-of-a-kind" cars – the Ala-Kart, The Surf Woody, the Munster Koach, etc. – that have won such a devoted following, that the model companies will tool-up for a special production run. But that is a story by itself, and a horse-choking gamble for the companies. They, like the custom "new" cars, add a heap of color to the road scene. But, it's the custom "new" jobbers that put the real spark into the action. The wild "Kandy-Kolored Tangerine Flake Streamlined Babies" are the circus clowns. But the '66 Customs are the main attraction.



In case you hadn't noticed, there's a special gimmick in the custom kits. By designing the kit around a basic body style, and adding different parts that are all adaptable to it, several custom versions can be had for the price of one.



FROM MATCHBOX TO HO

HOW TO PUT GO IN THE LITTLE SHOW CARS



Using a Dremel Moto-Tool, drill off the tops of the chassis holding lugs.

BY BOB SHARP

The world's most beautiful metal mini cars are made by Lesney Products Co., in Hackney, England. There are dozens of body styles in their familiar "Matchbox" series, and devoted followers are just about uncountable. Sports cars, trucks, milk wagons, Volkswagens and virtually any popular car can be purchased for a remarkably low price. Many of the models have operating doors, trunk lids and springy axles. And their size is temptingly close to HO scale. So I just couldn't resist the temptation and here is how I went about adding a motorized chassis.

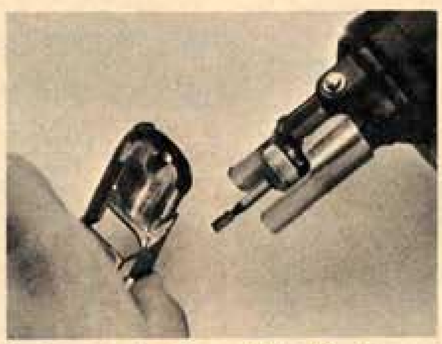
I chose the Matchbox "E" type Jaguar. It has a wheelbase of 1 and 5/16ths inch which is pretty nearly the wheelbase of the Aurora HO Thunderjet chassis. The exact match for the wheelbase made my work quite simple. First, I used an 1/8 dia. drill to free the metal lugs which held the Matchbox chassis to the body. A little bit of prying, after the lugs were drilled down, separated the chassis from the body. Second, a 1/32 dia. drill was chucked into my Dremel tool and a hole was drilled into the front body mount. I slowly drove the Aurora body mounting screw into the hole, then removed it. The rear mounting stud of the Matchbox body was not used as it did not match the mounting hole in the rear of the Aurora chassis.

At this time I found it necessary to remove a little bit of metal from the inside of the doors to make the chassis fit. A small file would have done it, but I used a milling cutter inserted into the Dremel tool and the job took less than a half minute. Next, a small piece of hardwood was cut to fit the inside of the body approximately between the rear fender wells. I mixed the two parts of the epoxy cement that I use for jobs such as this and fastened the wood into the body. I let it dry in a warm oven first; then outside the oven overnight. By the next day the epoxy was rock hard. I carefully fitted the chassis into the body. Only a little bit of wood had to be whittled away to make a darn good fit.

The front screw was inserted to hold the body and chassis in proper alignment and using the rear chassis hole as a guide I drilled a 1/32 hole into the wooden block. There, the job was finished. The car is no world beater due to the relatively heavy body, but it is a pleasure to watch a "shelf" model circulate on my track.



The next step is drilling a small hole into which the Aurora chassis self tapping screw will fit.



Again, use the Dremel Moto-Tool to remove metal from the inside of the body. The milling cutter is invaluable in HO work.



A small piece of hardwood should be cut off and whittled to fit inside the body, at the rear.

The front body mounting screw goes into the hole drilled into the front stud. The rear one is slowly turned into the wood block.



Apply paint and decals and the Matchbox E-Jaguar is now rip-roarin' ready for the track.



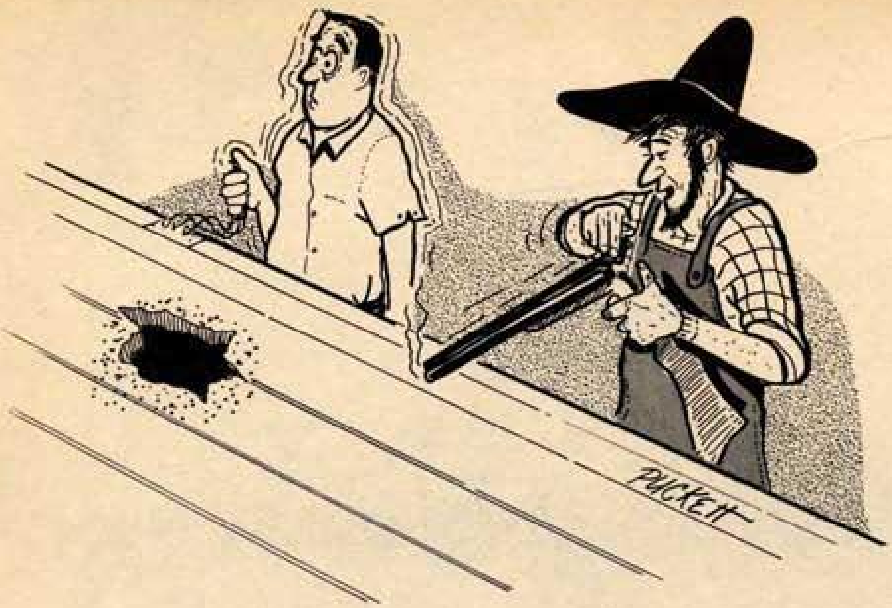


OUT OF CONTROL

A LIGHTER LOOK AT THE WACKY WORLD OF SLOT RACING



"I tell ya, there's sumpin' crawling around in your lake and it ain't my car."



"Another second and that little varmint would of had ya."



"I'm opening the exhaust headers, what's it look like I'm doing!"



"Golly Leroy, your super detailed, bullet-proof Aston Martin DB-5 has been riddled by 1/24 scale armor piercing shells!"



The man atop the humble, little Go-Kart is MCS' own Ghoulie-Builder (remember the Drag-U-La!), Bob Kovacs, who's all in favor of the little terrors making a comeback. And that they do, as George Siposs brings Karting to the Slotting world.



GO GO-KART

for Slot Racing action that's different, inexpensive and nothing but fun!

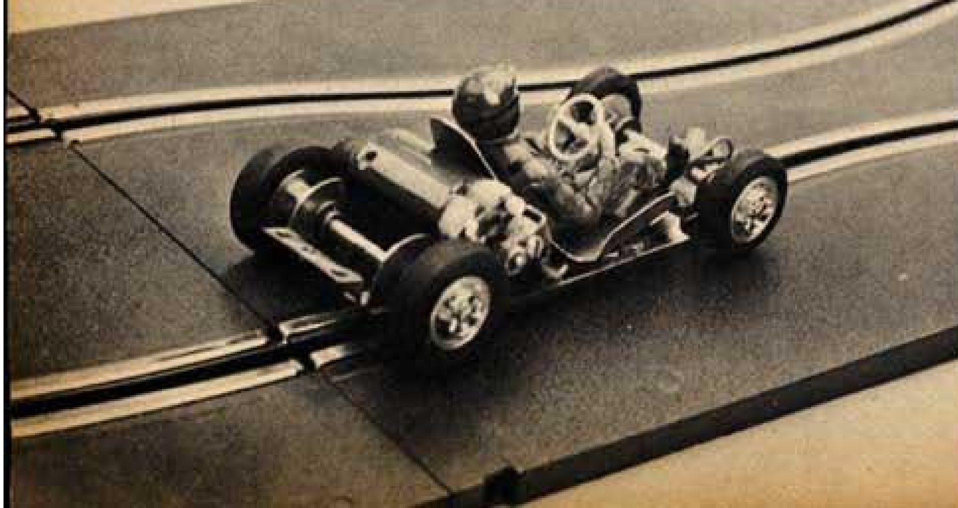
BY GEORGE SIPOSS

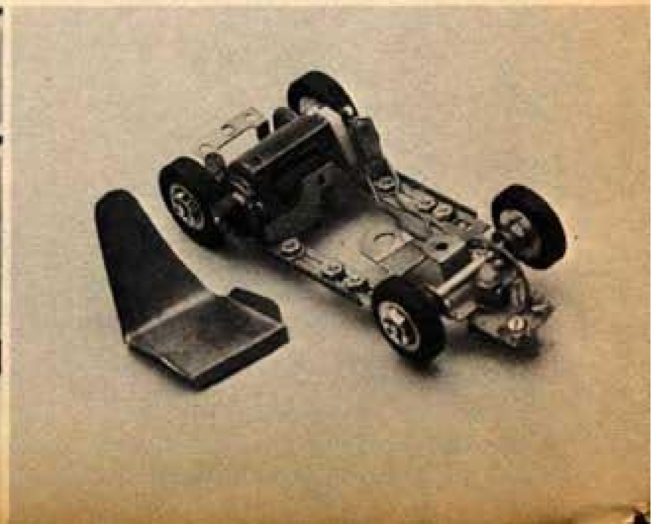
Full size motor racing is not necessarily a rich man's sport. At the low budget end of the scale there is the humble but wild Go-Kart . . . a California invention for thrill seekers on a budget. Go-Karts swept the country and the world because of their simplicity and superb performance; a reason similar to that for slot cars' popularity. Miniature car racing, slot racing to you, has Formula I cars, sport and GT cars and those hairy stockers. Why shouldn't we have slot Go-Karts as well?

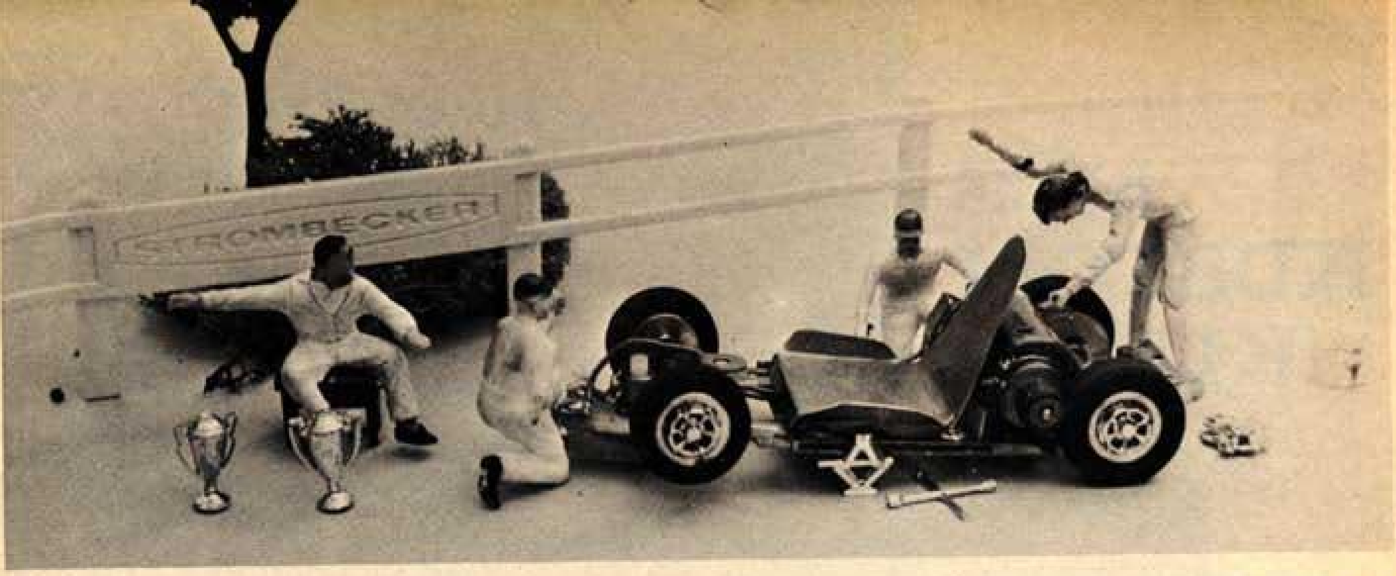
Building a slot Go-Kart is the ultimate in simplicity. All you need are a few components and a half hour's time and you will be ready to scare all opponents off the track. Start construction by assembling a Monogram chassis kit (Part number 1603) in the normal manner. Adjust the wheelbase to approximately 2-3/4 inches. Before mounting the pickup, roll the chassis and wheels along a smooth flat surface. Make sure that the assembly runs without binding, or tightness and does not veer off to one side. All four tires should be trued up by sanding after they have been kneaded on the wheels.

Go-Karts on a small scale offer the same spunky spirit of the full-size (?) versions. While simple in construction and a bit awkward looking, they GO and do it fast! The driver's seat can be made from thin brass for more realism and extra weight. But cardboard works fine, especially if you're in a hurry to join the action.

For a motor we used an X-88 Monogram. This is the latest type slim line job mainly used for 1/32 scale Formula cars. (Other companies produce it under a different designation.) In order to mount the motor crosswise — to make room for the driver — we fashioned a brass bracket to which the motor was fastened by a single screw. The other end of the motor was simply wired to the chassis with two turns of 1/32 diameter brass wire. Now for the hat trick; a 3/16 inch long piece of rubber tubing was slipped on the output pinion gear of the motor. The



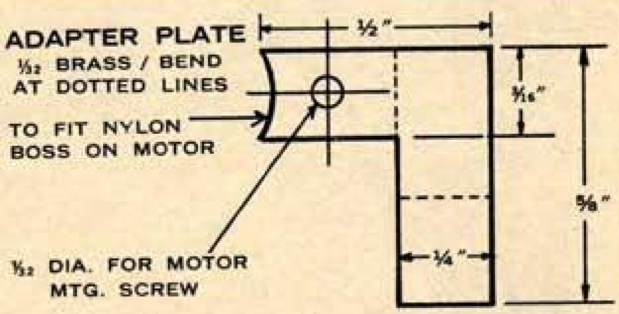


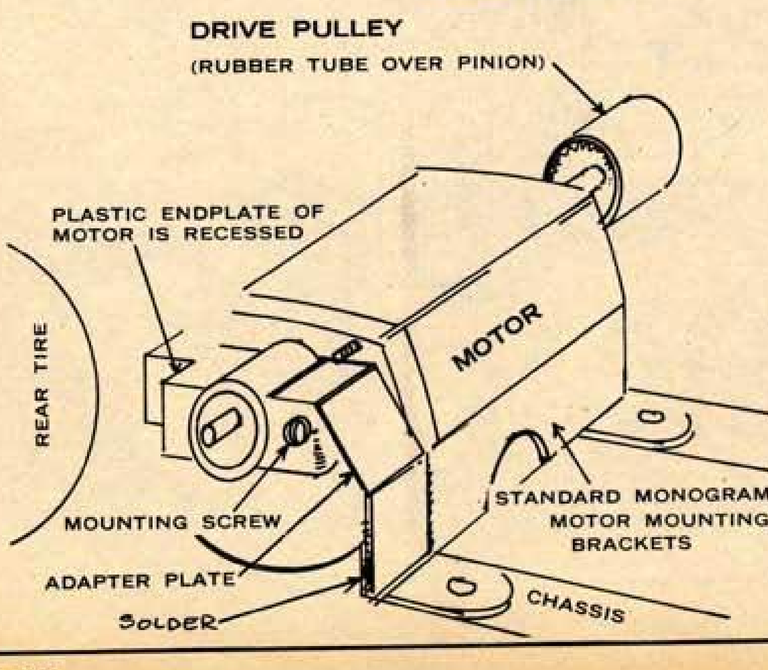


Slot-Karts have a center of gravity that just can't get any lower. And that means great cornering. Add the high power-to-weight ratio, and you've got a real-goer.



The key to Karting is the motor set sidewinder fashion. We used Monogram's X-88, with a rubber tube-pulley placed on the output pinion gear to drive the rear wheels.





motor mounting was adjusted accordingly until the rubber tube-pulley touched the left rear wheel, gently but firmly. Thus, no gears are used, making the ride unbelievably quiet and smooth. Just bend the rear section of the frame upwards to produce more friction between the wheel and drive pulley if necessary. This also lowers the center of gravity.

The driver's seat can be fashioned from a piece of 1/32 thick brass plate or cardboard. Brass plate is best as it adds weight to the lower part of the chassis for better cornering. But for a start, cardboard will do since this part is mainly used for effect in creating a seat for the driver. The seat is fastened (epoxied or screwed) to the chassis just in front of the motor.

For a driver I used the "Little Jim Hall" from Cox's latest 1/24 scale Chaparral (I assumed that this was Jim Hall). Remember, this Go-Kart is not exactly 1/32 scale, but somewhere around 1/22. So one need not be too particular. The driver is simply epoxied to the seat.

If you feel ambitious, for maximum effect you should make up a dummy engine cover for the motor. You could use scrap pieces of plastic from another kit. To create a real sensation, use the engine block parts from a 1/24 scale plastic shelf model. The seat could be padded with leather and a gas tank can be added. Don't forget to add a steering wheel and two small pedals for gas and brake. An easy way to create the driver is to assemble one of Ulrich's Mini-Men in 1/24 scale. It will look close enough.

This project takes little time and the rewards are pure pleasure. The Go-Kart has a very low center of gravity and is very competitive on local tracks due to its low weight and high power-to-weight ratio. If you like a fun project . . . go Go-Kart!

MCS KUSTOM KLINIC

HOW TO GO SEMI ON A '57 CHEVY

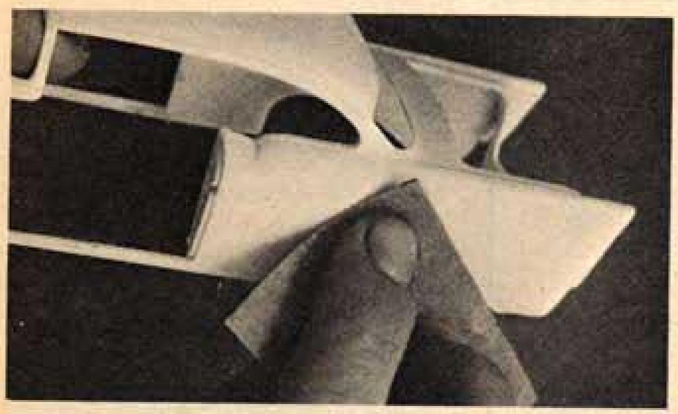
By BOB PAETH



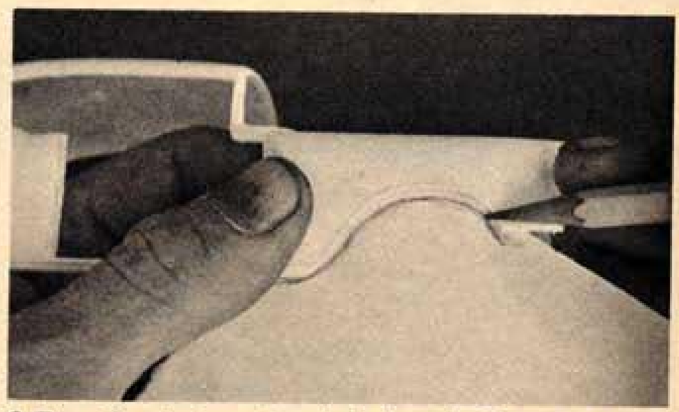
With its fairly flat sides and clean lines, the 1957 version of the ever-popular Chevrolet is a real natural for custom jobbing. It's one car that rarely needs drastic work to look sharp. We don't mean that chopping and sectioning can't help; it's just that you don't have to go to all that much of a hassle. To show you what we mean, let's work up what's known on the street as a *semi-custom* hardtop. It's a snap job to pull off, yet with enough challenge to make it interesting. So take the thumb out of your ear, and start working.

We'll let the photos do most of the talking and keep our remarks brief and generally to the point. When finished, your show-circuit semi-custom should feature a modified front and rear, with a marked absence of chrome all around. The stock interior can be replaced with steering wheel and seats from Revell's custom kit. For good looking power, throw in their all-chrome 283 Chevy mill. New spokes and whitewalls also come in the Revell kit; so use them. And for a wrap-it-up finish, add a cover of candy red over a copper underbase.

The height of our version was left just about stock to show that it needn't be lowered drastically. And another nice little point you might like, is that if you skip the finer appointments such as buckets and wire wheels, this cool custom can be had from just one kit. You can hang on to those hard earned coins and still have a ball. And that's the way we really like to go.



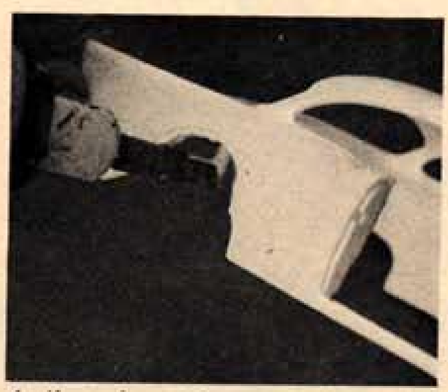
1. With a file or piece of medium coarse sandpaper smooth off all exterior side trim and the "V"'s from the hood and trunk lid.



2. Draw the wheel opening of the front fender onto a piece of scratch paper. Trace this shape on the rear fender for its radius.



3. When placing the pattern on the rear fender take care to have the top in line with the front fender, don't make it too high.



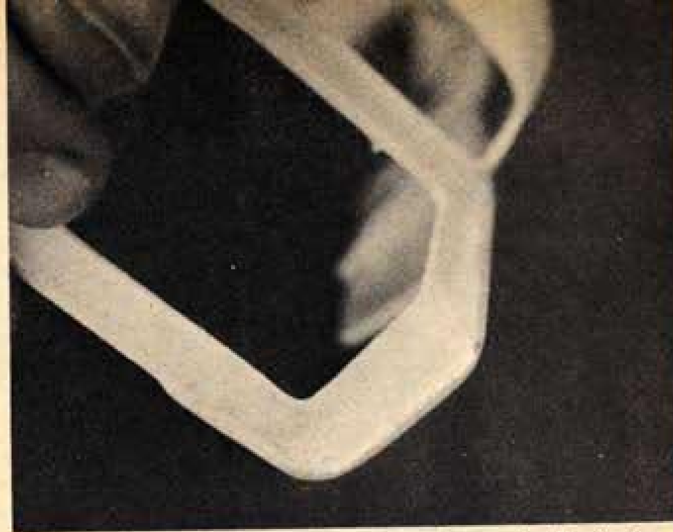
4. About the quickest way to open the fender is to use an electric pencil. In this case melting the opening will form a bead for a flare.



5. Take your electric pencil and very carefully mold the bead to the fender. This will then match the front fender flaring.



6. In order to follow through with step #7, the fender must be re-shaped. Warm the area marked in pencil and bend under.



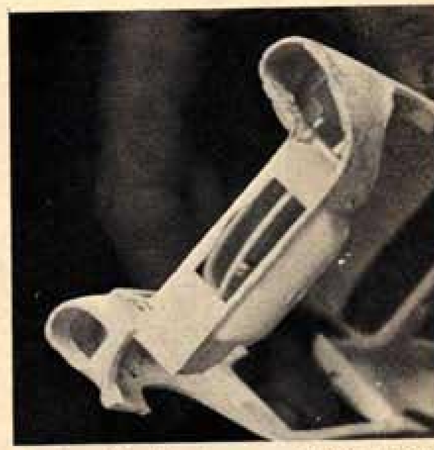
7. Melt a piece of plastic tree to close the gap in the fender. Bring this same piece down under the trunk and to the opposite side.



8. Here you can see the difference and importance of re-shaping the fender. The change is simple but cleans up the rear view.



9. Bend the front fender in, as was done in step #6. Then use a piece of scrap plastic to form fender down to the grille opening.

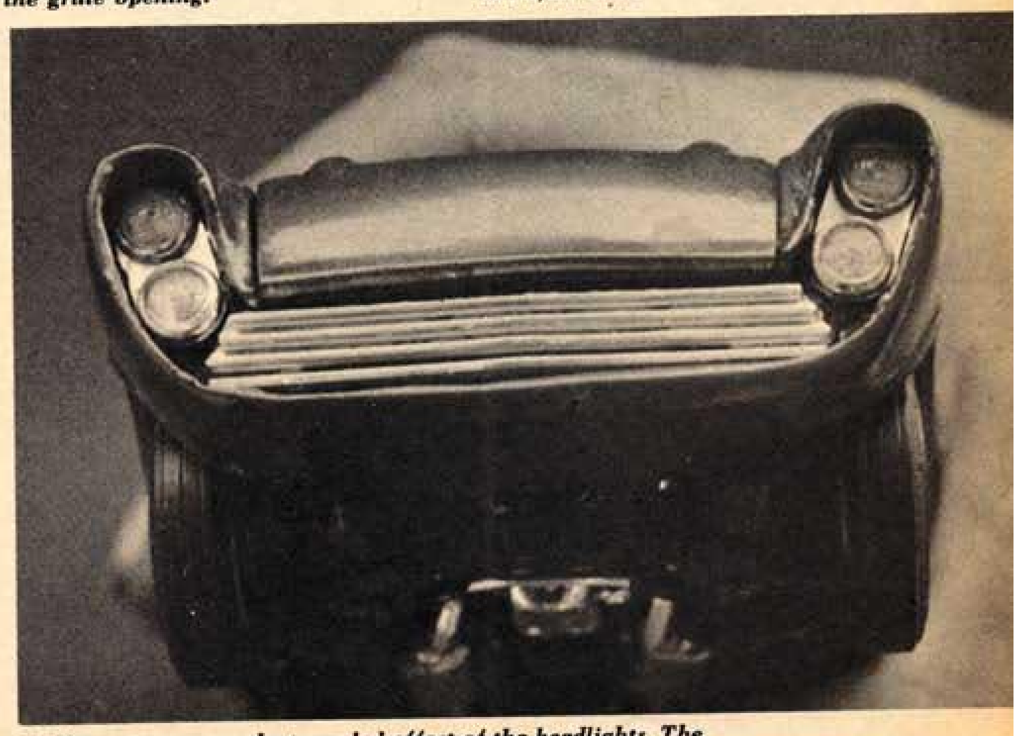


10. Sand the fender smooth. The inside can be smoothed with the electric pencil. Here you can see the before and after view.



11. To make the job of mounting the quad headlights easy, fit a piece of plastic into the opening. Anchor the lights to this.





13. Here you can see the tunneled effect of the headlights. The grille is the custom grille from the kit but turned upside down.

12. Again with a piece of plastic tree mold in the windsplits, when you have the desired shape, sand and blend them into the hood.



COME HOME LIL' HOT THUMB

'CAUSE HERE'S WHERE THE ACTION IS!

BY RAYMOND E. HOY

Probably the dream of most ardent slot racing enthusiasts is to eventually own a slot racing track of their own. However, for every fan who actually goes ahead and builds a track, or tries to, there are a dozen or so who are afraid to attempt it.

Let me dispel one myth right now. A home track is *not* difficult to build! Unless you are a hopeless "basket case", chances are you have the necessary talent to build an absolutely magnificent slot track.

But, before you can even think of picking up a hammer and saw and "having at it", you will have to spend some time doing some "chalk talk", just like a professional football player. You can't build something without a plan of some sort. In this case, a plan is absolutely essential!

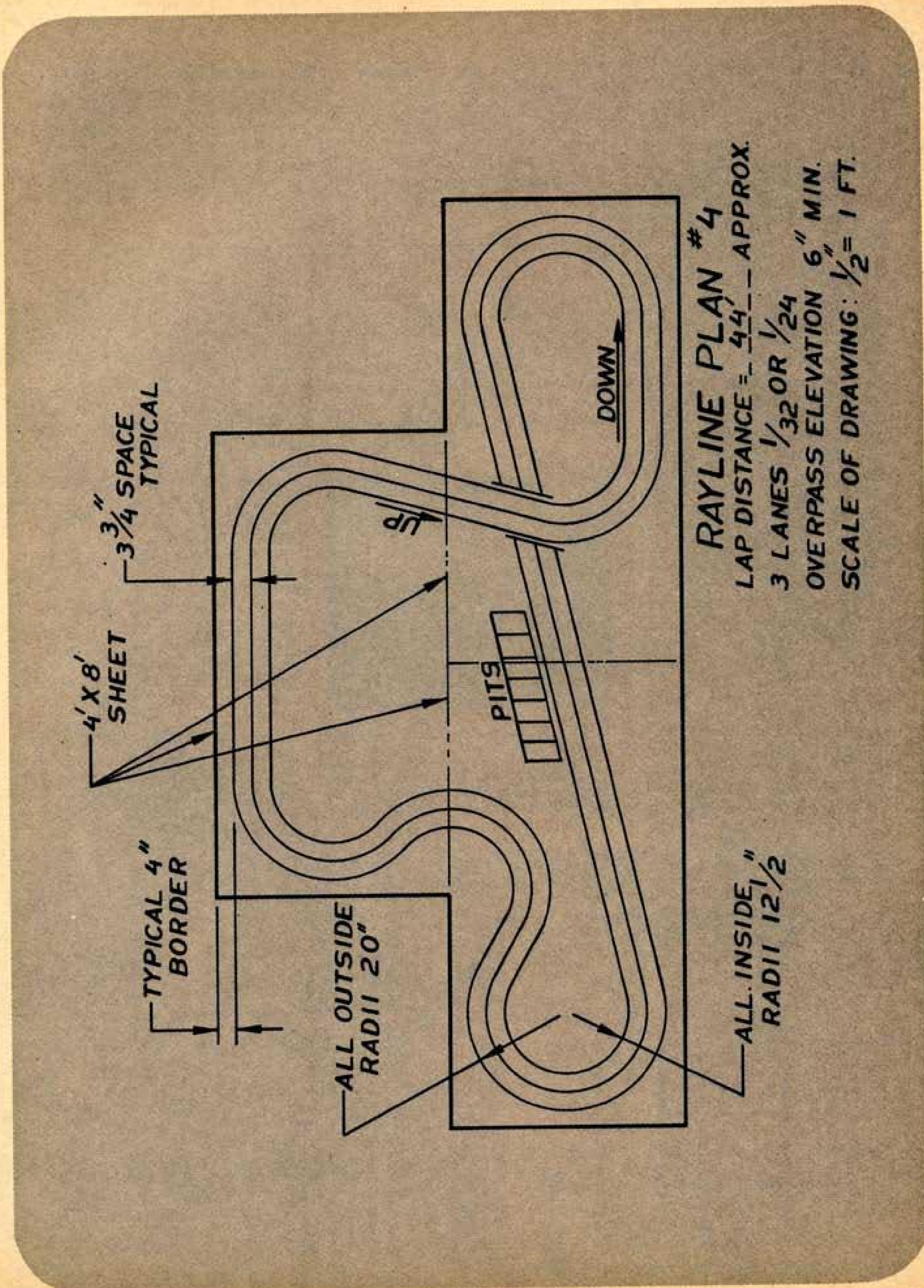
Right now I'll assume that all you have going for you is a burning desire to build a track. Sit down there partner, pour a cup of coffee, and grab some paper and a pencil. We're going to do a little figuring.

It's easy to determine how much space it takes to comfortably fit a two, three, or four lane track into a space of known size. Glance at our three lane design. You will note that we have left a minimum of four inches from the edge of the table to the first, or "outside" lane. We have also allowed at least 3-3/4" between slots. Many tracks have been built using far less distance from slot to slot, but we want to build a track that will accept *both* 1/32 and 1/24 scale cars. It seems ridiculous to me, to spend money on a track that will accept only one scale! For *no extra money*, the table can be made to accept both scales.

I also feel certain that the majority of slot racing enthusiasts would be happier racing on a track that has curves with a radius of not less than 8-3/4 inches. This is especially so if you intend to race 1/24 scale cars.

Starting from the left hand edge of a table then, a three lane track would take up the following measurements: 4 inches from the edge of the table to the first slot; 3-3/4 inches between slot one and slot two, and 3-3/4 inches between slot two and slot three. Then add another 4 inches to the edge of the inside shoulder. The total width of the track, from shoulder edge to shoulder edge is 15-1/2 inches.

Before you go ahead and begin to


RAYLINE PLAN #4
LAP DISTANCE = 44' APPROX.
3 LANES 1/32 OR 1/24
OVERPASS ELEVATION 6" MIN.
SCALE OF DRAWING: 1/2" = 1 FT.
4' X 8' SHEET
3 3/4" SPACE TYPICAL
TYPICAL 4" BORDER
ALL OUTSIDE RADII 20"
ALL INSIDE RADII 12 1/2"
PITS
UP
DOWN

build, you must determine just exactly what *is* the "perfect" race course? I can't speak for your tastes, of course, but I can tell you what *my* idea of a good course would be.

The theoretically perfect track, as I see it, would be one that has a combination of long, fast straights, medium speed straights, and slow, short straights; plus curves of varying radii, resulting in different cornering speeds. This kind of layout really keeps a driver on his toes; he can't learn this type of "driver's course" in a few minute's time.

A 12 volt car battery is an ideal power supply. One can be obtained very inexpensively from a Sears or Wards store, usually for only $10.00 or so. You can run as many cars as you want from one of these batteries. Only an occasional recharging is necessary.

A slot track can be built of many different types of materials. The lumber used for the framework needn't be top grade. Number two "common wood" is fine, and inexpensive. The 1966 MODEL CAR RACING HANDBOOK, on sale almost everywhere now, for $1.00, has a complete plan, plus picture story on building the basic table. I recommend that highly as a sturdy stand on which to build your new track.

Another material I recommend for an excellent surface for your table top layout, is "particle board". This material comes in 8 x 4 foot sheets, in 3/8" thickness. It is fairly inexpensive, running about $5 to $6 per sheet, depending on the local. It has *no* grain, being made quite a bit like masonite. It is actually made of pressed sawdust. It is immensely strong, yet quite pliable. It is also extremely easy to cut and work with, whether you are using a router or a handsaw. If you "goof" and make an unintentional cut or gouge in the wood, it is easily repairable using plastic wood.

For you "Hot Thumbs" out there, who are really serious about staying home, your faithful editor unequivically recommends that you invest $2.00 in "The Art of Track Building." It's Ray Hoy's own master guide to better basement racing. Also available is "The Rayline Portfolio of Track Designs," which for $2.00 offers a half dozen layouts for the home builder. Just drop a line to the Rayline Slot Racing Co., P.O. Box 1738, Thousand Oaks, Calif.

What to use for track conductor? I must honestly say that there is only one item on the market that I really like. Cox's STIK-TRAK is extremely durable and inexpensive, when figured on a cost-per-foot-per life expectancy basis. It conducts electricity well and seems to need no upkeep to speak of. Furthermore, it goes on easily and stays put once it is installed.

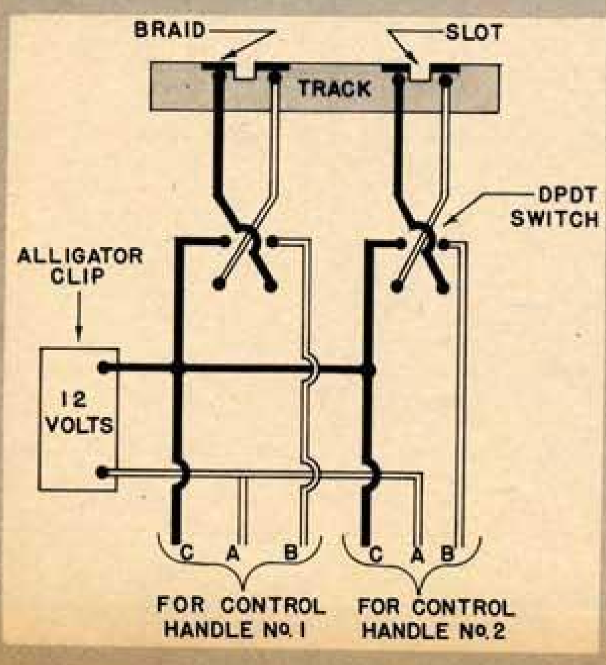


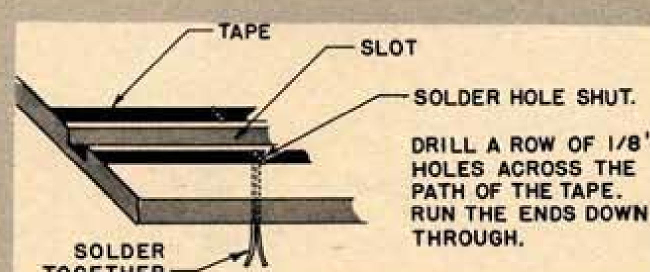
Buying, borrowing or building a strong table is one of the first problems to be solved in turning the family room into a freeway. The one shown here was hand-crafted by "Hot Thumb" Hoy for the 1966 Model Car Racing Handbook.

The track should be provided with some sort of control panel, or jackbox. Controllers should have phone plugs to fit the jackbox. This way your friends can use their own controllers, and not have to rely on your old, second hand units. The controllers can be easily connected or disconnected to the track with a minimum of fuss.

If you're interested in this project, and I suspect that you are or you wouldn't have read this far, you can go ahead and locate a big enough area to build your layout. Also, you can build three tables (providing you intend to build the layout shown in the drawing), using the table building article in the 1966 MODEL CAR RACING HANDBOOK.

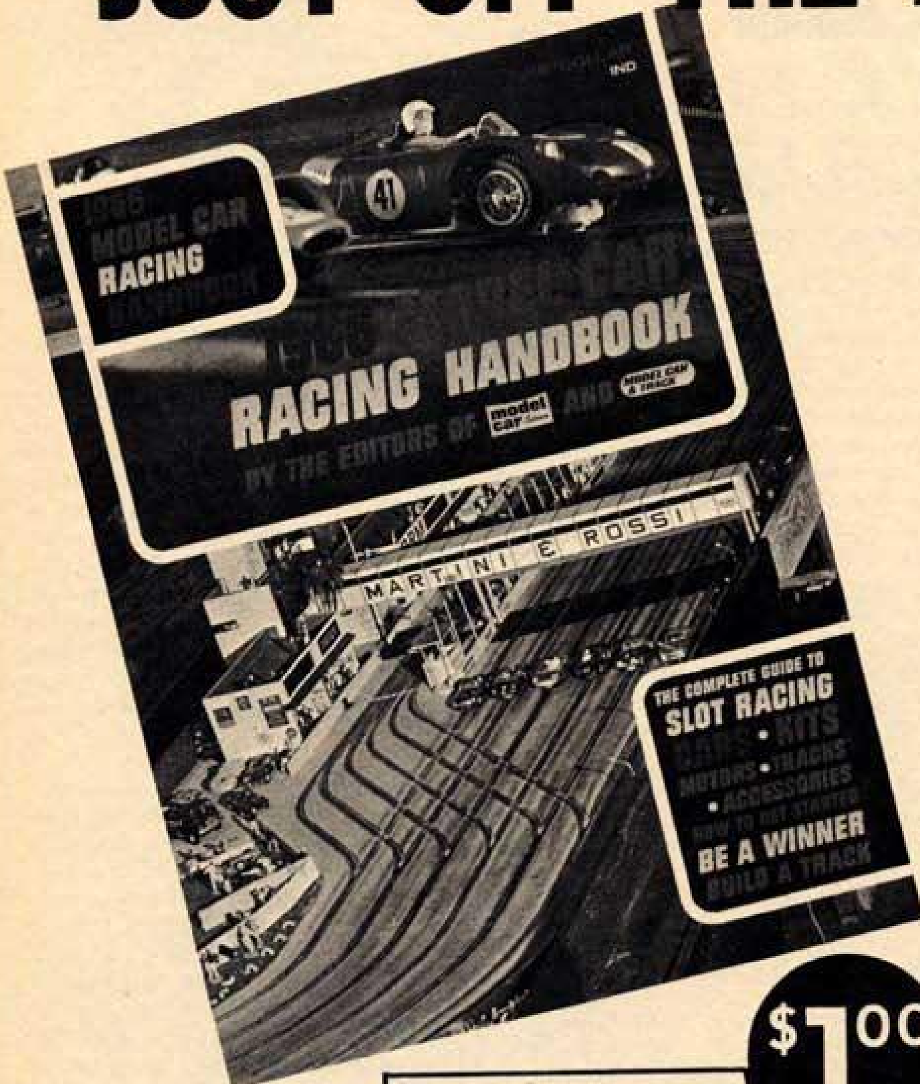
You will probably just have enough spare time to take care of this phase of the project before you get next month's issue of MCS. Then we'll really get to work! See you then!





The drawings here show how to get the juice to the track. For a power supply, an inexpensive 12 volt battery works fine, is safe to handle and just needs an occasional recharging. And Cox's Stik-Trak is great for braiding.

JUST OFF THE PRESS...



THE ALL NEW

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Top competition honors went to this full-bored '29 Model A from Mike Stauffer. Functional features include working gas linkage, movable dip stick, and folding convertible top.



TEXAS TITLE TAKERS

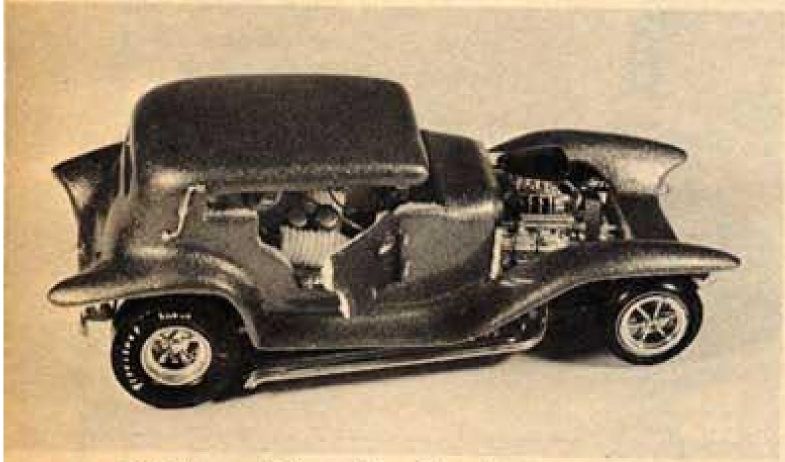
REVELL-TESTOR CONTEST ROLLS INTO HOUSTON

For you model makers who have taken to pen and ink, asking about the roving Revell-Testor Building Contest, here's the latest info. As of this issue, the R-T Judges are on the road toward Indianapolis for a three day show; then they're off to Baltimore, Buffalo, Louisville, Washington, Toledo and places yet unknown. For definite dates and addresses, *please, please* write to Joel Rubenstein, Revell, Inc., 4223 Glencoe Ave., Venice, California. He's a cool head and will give you the straight dope on where to intercept the caravan.

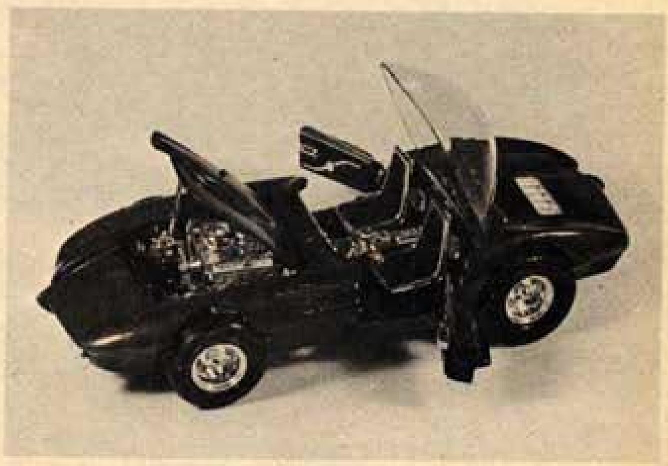
All styles and classes are eligible and wide open. You can see it for yourself by taking a gander at the top cars from the Houston, Texas segment of the show. All told, more than 110 models were entered and kept the judges straining at the leash for eight straight hours.

And do we ever sympathize with the poor judges; after eyeing a few hundred cars, things can get a little balled up. At least, something like that happened at the Pittsburgh show, as a flock of letters have led us to believe. Somehow names, cars and competition classes came out a little mixed up in the report we received and ran, unaware, in our January issue. So to set the record straight, let it be known that Andy Serbinski, who took the Mild Class honors with a '65 Vette, was really Harold Skavinski. And the title should have read Best Paint award. In the same vein, the '65 Dodge from Mike Schoss was really a cool and obvious '55 Chevy (Hmmm, wonder how they did dat??).

Anyway, there's a great contest going on out there and it's still not too late to get in on the action. So come on, panic and write to Revell this very minute. Make those judges earn their keep!

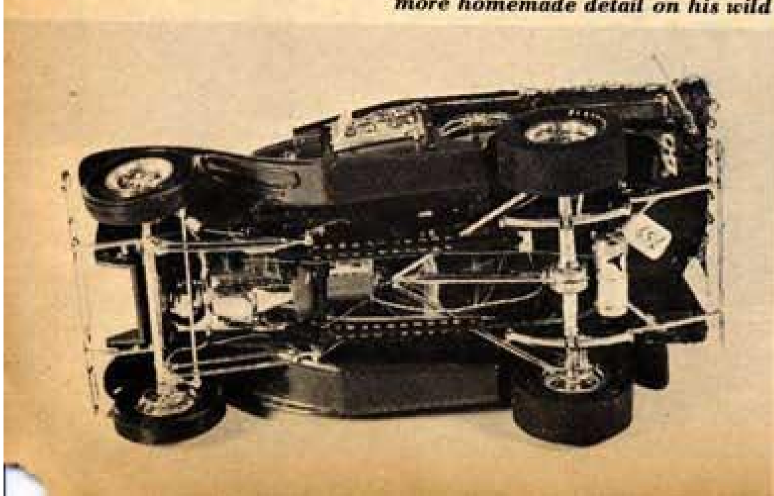


Bob Warren, 20, won first place for Best Paint Award, with an orange metalflake finish on his eight-month-in-the-building street machine.

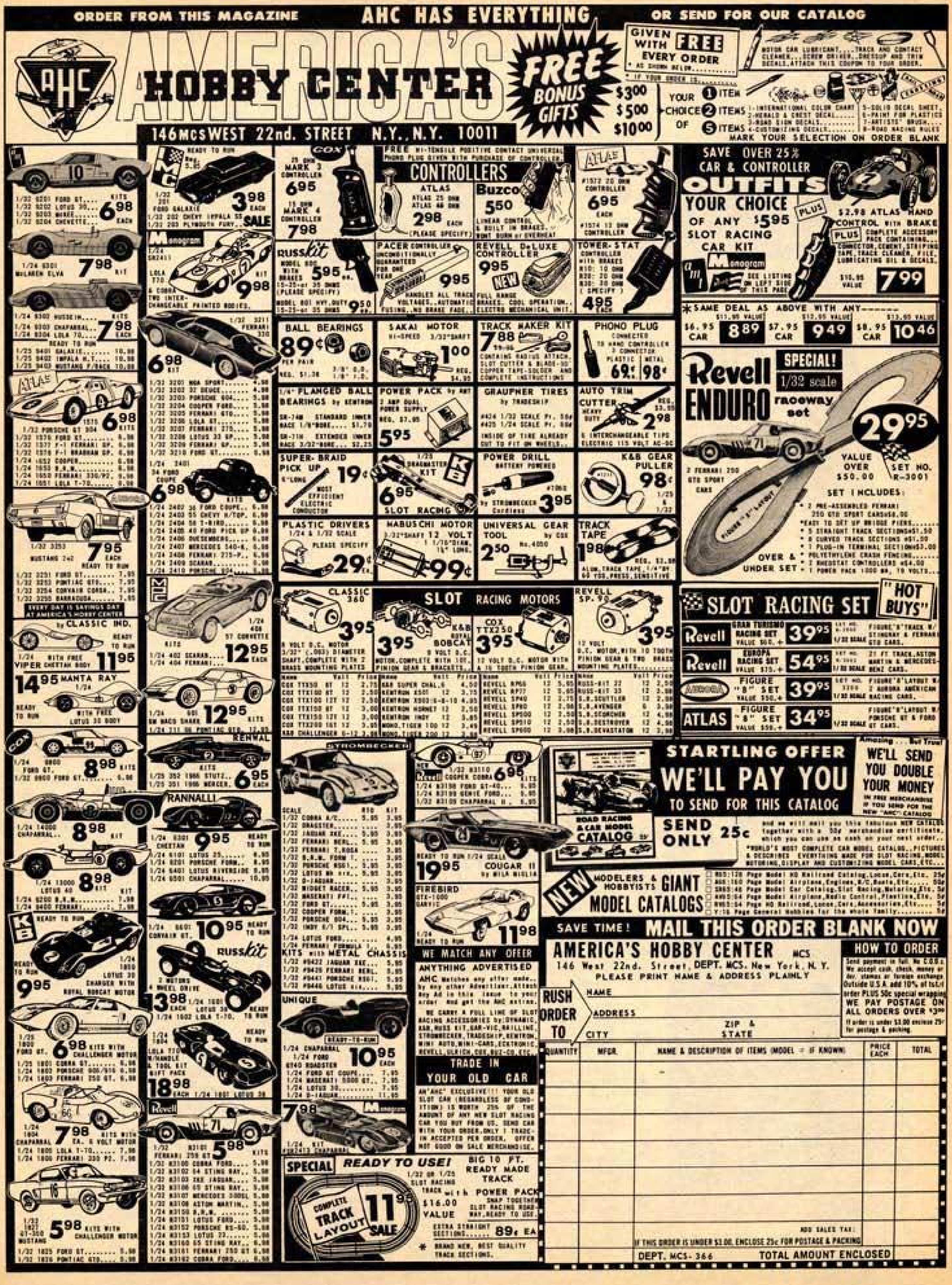


Top honors in the Radical class at the Houston competition went to Duane Gibson, 19, whose big bubble looks like something from another world. Note the Landau irons on the door panels . . . nothing but class!

Three months went into the building of this Surf Woody from Gill Dudeks, 15. With it, Gill copped the Mild Class title (You gotta be kidding!!). He's got more homemade detail on his wild woody than you can shake a Hodad at!






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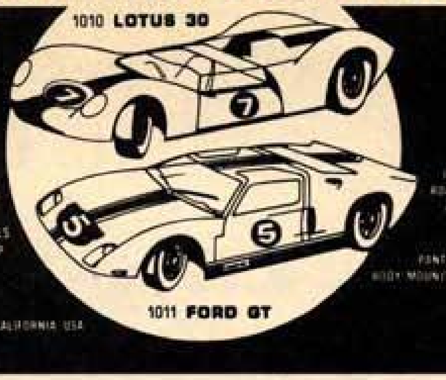
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The old man was the father of Francisco Baracca, famous Italian air ace who had counted 35 enemy kills before his career ended on a bleak day in 1918. The dreaded emblem on Barraca's plane had been a prancing horse on a yellow shield and after the death of the famous air ace it had been sent on a piece of aeroplane fabric to the old man. And now, so impressed by the courage of the daring young driver, he decided to present him with the symbol of his son's courage.

Enzo Ferrari accepted the emblem from the old man, and the prancing horse on its yellow shield became famous, first on Ferrari's personal racing cars and later as the badge of the world famous Scuderia Ferrari, the corporate name of the Ferrari racing team. Later the horse and shield became the emblem of the stable of champion cars that Ferrari built bearing his own name.

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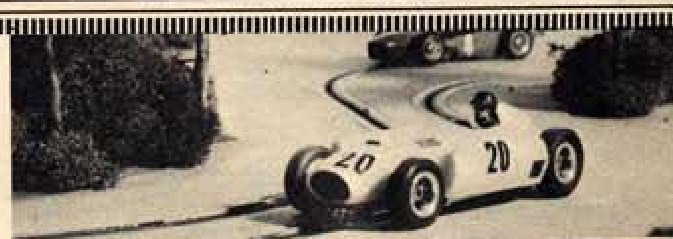
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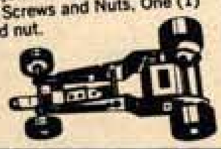
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"WIRES" A LA RUSSKIT

The in-wheels for sophisticated racing

BY BOB McCALLA



They may cost a little coin, but Russkit's wires look right at home and nothing but beautiful on this sanitary old-timer. And they look just as good on anything you're running.

PHOTOS BY RAYMOND E. HOY



For the first time in model building and racing history, wire wheels look like the real thing.

When a person enjoys model building, whether it's slot cars or static numbers, and puts a lot of time, effort and pride into his work, he deserves to have the best he can buy to compleae his project.

Russkit has solved one of the toughest problems that has been plaguing the model building world. For the first time, wheels look like real wheels. The new Russkit "Wires" are about the finest to ever hit the commercial market. They're intended for those sophisticated individuals who appreciate fine workmanship and are willing to pay a little extra for it.

As pictured here, they bring back memories of the days when the "Kelsey" wheel was about the only thing you could find for your "A-Bone", or similar car. Nowadays if you had to locate a set of good spoked or wire wheels you would probably look for quite a while. So, for the model builder who still retains a few memories of the "Good Old Days", these wheels are a real blessing.

The wheels come in two versions, wide base for the rear, and narrow base for the front. Along with the wheels come two special wrenches that must definitely be used when applying the wheels to the axles. Any heavy twisting or turning with your fingers just might result in bent and distorted spokes. However, once properly assembled, they hold up beautifully. We put them to every test possible to see how much running and experimenting they would take under the worst possible conditions. The results proved to be very satisfactory and no matter how much spin or force was applied, the wheels still retained their original shape and trueness.

If you have read this far into the article, you are hopelessly hooked and will have to look into the dismal future of hoarding your lunch money every day, and going without that little extra something, until you have piled up the grand total of $4.25. In the meantime, the folks at the local hobby shop would more than likely be glad to show a pair to you; and if they've known you for a year or two, they might even let you hold them for a minute!

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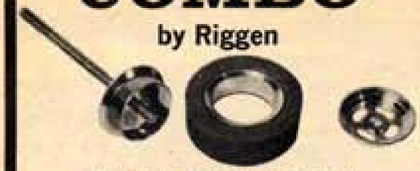
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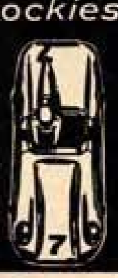
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This tiny tornado comes complete with mounting brackets, an axle carrier, and an 8 tooth pinion. Best news of course, is the price tag. $3.00 for 6 volts!

RUSSELL'S MINI REWOUND MAULER

INTRODUCING THE RUSSKIT "23"

BY RAYMOND E. HOY

Here's something new from Team Russkit that should get your old heart started! How would you like to have a motor with the reliability of the famous Russkit "22", and the speed and power of a hot 6 volt rewind? Well you can have it! And for the sum total of t-h-r-e-e American greenbacks!

Jim Russell got together with Mabuchi Ltd., and came up with this tiny tornado. One look at the performance chart is all you need to tell you that they've got another winner.

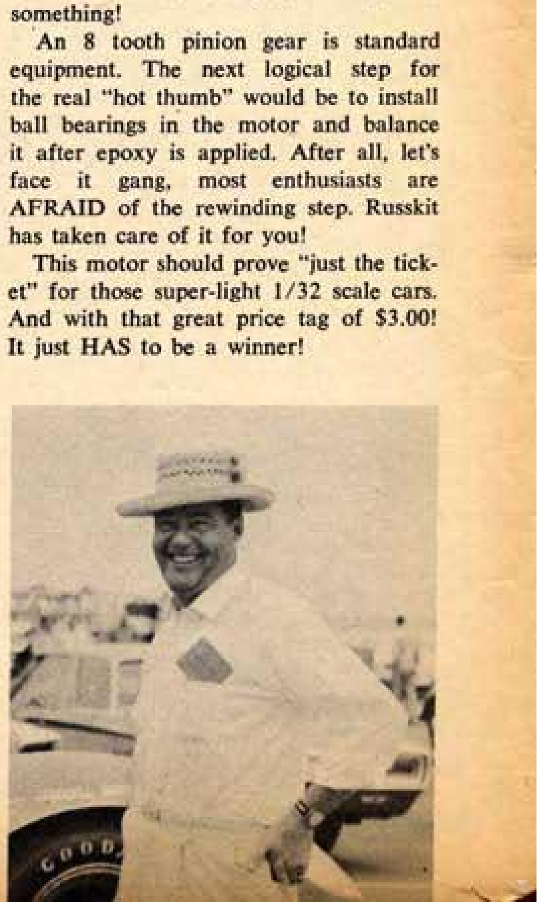
This motor is designated the Russkit "23". It fits nearly all popular frames. The motor comes with a front mounting plate and a rear plate that also does double duty as the axle carrier.

This little motor measures 1.319" long, 0.642" high, and 0.941" wide, without brackets.

The torque comes on very smooth throughout the entire range. This is definitely NOT a temperamental motor! It is an easy-to-live-with, hot powerplant! When you find a motor that has BOTH of those virtues, I'd say you really have something!

An 8 tooth pinion gear is standard equipment. The next logical step for the real "hot thumb" would be to install ball bearings in the motor and balance it after epoxy is applied. After all, let's face it gang, most enthusiasts are AFRAID of the rewinding step. Russkit has taken care of it for you!

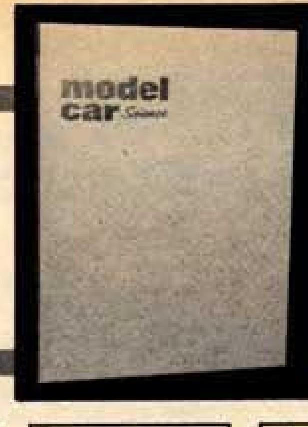
This motor should prove "just the ticket" for those super-light 1/32 scale cars. And with that great price tag of $3.00! It just HAS to be a winner!



Would you buy a rewinder from a man in a snap-brim sombrero? Well, in this case the man is "Smilin' Jim" Russell and he's got the hottest little 6 volter going.

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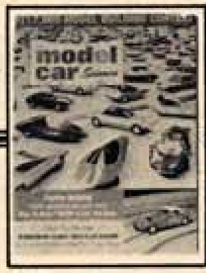
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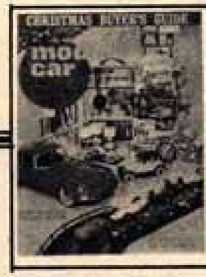
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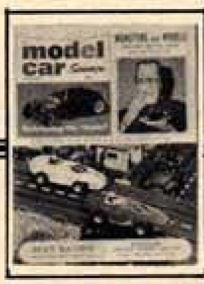
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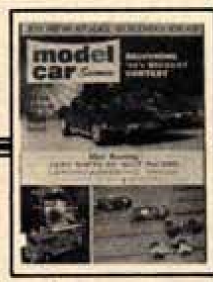
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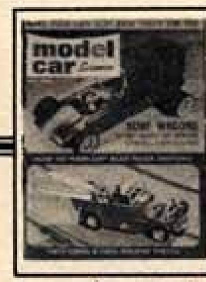
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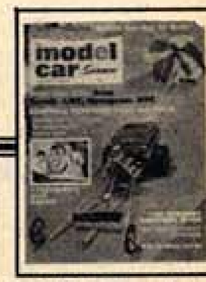
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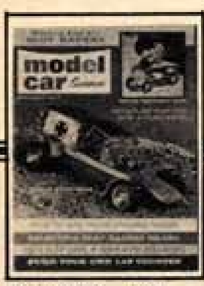
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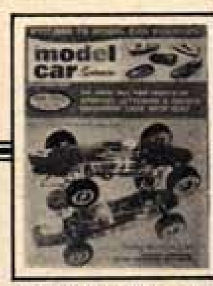
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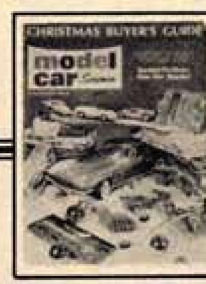
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MAKE IT PAY

Some people have been sounding off lately about the high cost of slot racing. After they pay out a small fortune for a car, hand controller, tool kit and carrying case, plus extra parts and assorted goodies, they then have to part with 50¢ to $1.60 just to race. Cream a car, or burn a controller, and it's back to the salt mines for some more coin.

If you want to indulge yourself in a pleasant pastime without spending much, just about the only thing you've got going is to watch 'em change the shelves down at the nearby supermarket. Therefore, if you aim to play around with thumb-bending, you ought to try to make it pay. How? Easy, just look around for a race, enter, win and pick up some free merchandise.

You might sneer in disbelief, but that is precisely how the better Thumbs make the game pay its own way. For a case in point, consider the racing history of Howard Usander, two time national MINRA champion from Forest Hills, New York.

Howard's most recent coup was the winning of a 12-hour "Suzuka" Enduro held in Chelsea, Massachusetts. Prize: a full-size ACE Formula Four racing machine, awarded by Model Raceways, Ltd. He and Brian Wolfsohn, as the East Meadow Long Island MCMR Association team, won it after staying out in front for 2,911 laps.

With the impressive record of wins he's racking up, Howard's one fan who's not bothered by the high cost of racing. Not only do his cars earn their keep, but the way they bring home the money, Howard may have to insure his thumb. But then, business is business.

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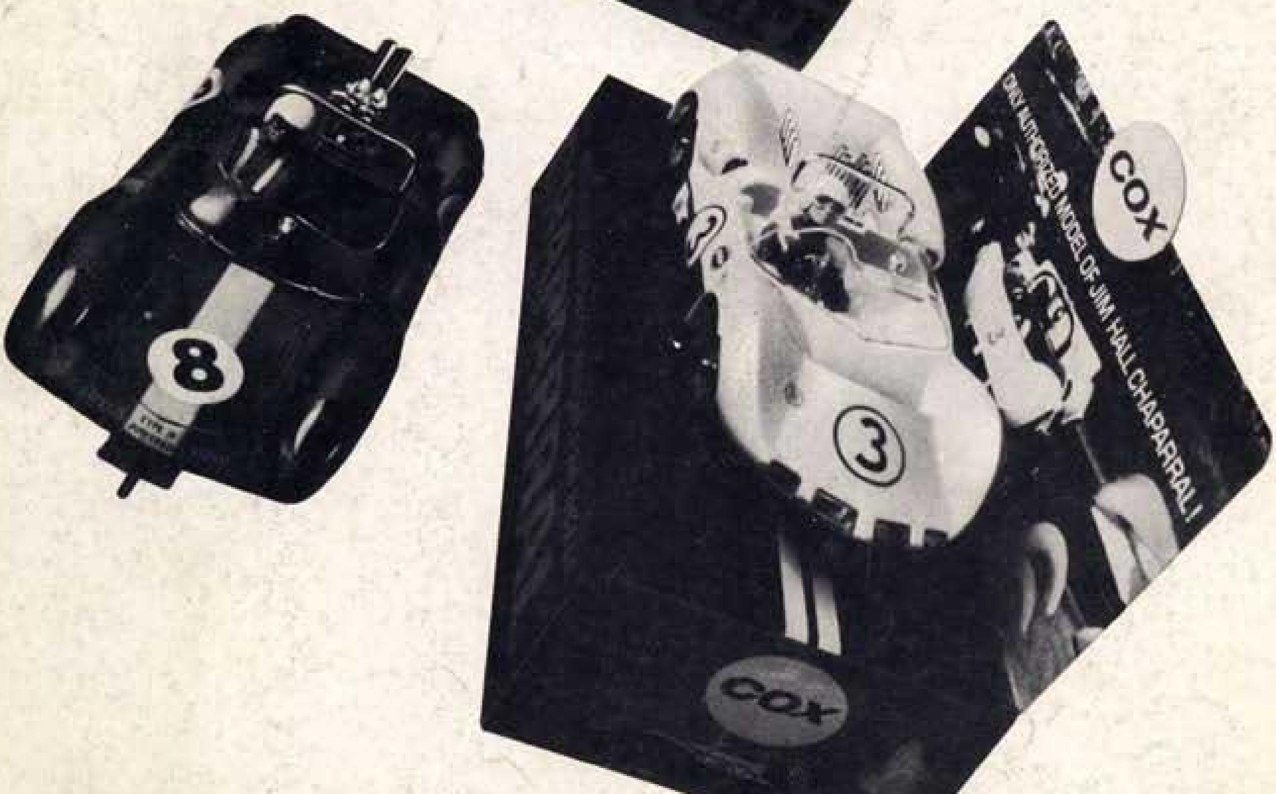
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